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SUPPLEMENT TO  
**The Gazette of India.**

No. 1. CALCUTTA, SATURDAY, JANUARY 7, 1899.

**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully or usefully be known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the week ending at 8 a.m. on  
Saturday, December 24th, 1898.**

The principal feature of the weather of the week was the cold weather disturbance which was approaching the north-west frontier from the Persian region at the close of the previous week. It crossed the frontier into Upper Sind on the early morning of the 18th and drifted eastwards through North Rajputana and the South-East Punjab on the 19th, East Rajputana on the 20th, the North-Western Provinces and the eastern districts of Central India on the 21st, Chota Nagpur on the 22nd, and Bengal on the 23rd, where it died out during the next 24 hours. The disturbance was throughout its existence very diffused and ill-defined, but it gave a moderate fall of snow in Kashmir and the higher elevations of the Punjab Himalayas from the 18th to the 20th, and numerous light showers of rain in the North-Western Provinces and some showers in the North Punjab and the Punjab Hills on the 21st and 22nd. Fine weather obtained generally over the remainder of India throughout the week except in South Madras and the South Coromandel Coast districts, where some local thundershowers were received on the 21st and 22nd.

The variations of the mean temperature from the normal were small and unimportant, except in Chota Nagpur, Central India, the Central Provinces, Berar, the Bombay Deccan and Madras coast, where the weather was from  $2\frac{1}{2}^{\circ}$  to  $5\frac{1}{2}^{\circ}$  warmer than usual.



*Sunday, December 18th.*—Pressure had given way over the whole of the Indian area with the exception of Burma where it was practically stationary. The fall was brisk to rapid in North-Western and Central India and slight elsewhere. Pressure was in moderate defect in Ceylon and in moderate to large defect in North-Western India and Baluchistan. The deficiency was most marked in Upper Sind, where it slightly exceeded a seventh of an inch in amount. The feeble wave of low pressure which was approaching the north-west frontier at the close of the previous week was passing through Upper Sind. Winds were very light and unsteady over the greater part of Northern and Central India except in Upper Sind and the neighbouring districts of Rajputana and the Punjab where they were feebly cyclonic. Winds were strong in Southern India, the Bombay Deccan and the Konkan where gradients were steep. Skies were partially clouded in the North-Western Provinces, Rajputana and Southern India, and overcast in Sind, the Punjab and the North-West Himalayas. Light to moderate snow had occurred in Kashmir and light thundershowers at Trincomalee and Madras. Temperature was in slight defect in Bengal, Assam, Bihar and Mysore, normal in Burma, Chota Nagpur, the North-Western Provinces and Southern India, and more or less above the normal over the remainder of India and Baluchistan. The excess was most marked in Baluchistan ( $7^{\circ}$ ), Gujarat ( $5^{\circ}$ ) and Rajputana and Berar (each  $4^{\circ}$ ), due chiefly to much higher day temperature than usual.

*Monday, December 19th.*—The barometric changes were generally small and unimportant except in Rajputana and the South-East Punjab, where pressure had given way briskly to rapidly, due to the transfer into that area of the depression which lay over Upper Sind on the previous day. Pressure was more or less below the normal throughout India. The deficiency was least in North-Eastern India and greatest in the area of depression where it ranged between  $\cdot 13$ " and  $\cdot 17$ ". The depression was diffused and ill-defined, and the winds in Upper India, although cyclonic in direction, were very light at the level of the plains. Winds were very strong at Cherat where they were blowing at the rate of 28 miles per hour at 8 A.M. The air movement was somewhat less strong in the Konkan than on the previous day. Skies were overcast in the South-East Punjab, Rajputana, the western districts of the North-West Provinces and Kashmir and moderately clouded in Southern India. Moderate snow had again been received in Kashmir. Temperature had decreased largely in Baluchistan and was now normal in that area. Temperature had fallen to normal also in Orissa. Temperature had, on the other hand, increased  $2\frac{1}{2}^{\circ}$  in Rajputana, where it averaged  $6\frac{1}{2}^{\circ}$  above the normal during the previous 24 hours. Elsewhere the temperature conditions were practically unchanged.

*Tuesday, December 20th.*—The barometric changes were again small over nearly the whole of the country except locally in the areas affected by the depression. Pressure had increased briskly in Baluchistan and briskly to rapidly in Upper India, and had fallen very slightly in the eastern states of Central India and the neighbouring districts of the North-Western Provinces. The disturbance had shifted east-south-eastwards and filled up to some extent. It apparently lay over East Rajputana and the neighbouring districts at 8 A.M. The chief features of the air movement were unaltered. Cloud had increased in Baluchistan and Southern India and decreased in the Punjab. Snow in moderate amounts had again fallen in Kashmir. The temperature conditions were again unchanged over the greater part of the country. Temperature had fallen  $2^{\circ}$  in Rajputana and increased rapidly in Orissa and Chota Nagpur. The mean temperature of the previous 24 hours was  $5^{\circ}$  above the normal in Rajputana and Central India,  $4^{\circ}$  in Berar and the Central Provinces,  $3^{\circ}$  in Gujarat, and  $2^{\circ}$  in the North-West Provinces and Punjab, due chiefly to very high night temperature.

*Wednesday, December 21st.*—Pressure had increased in Baluchistan and Upper India and given way slightly to briskly over the remainder of the Indian area. The shallow diffused depression in East Rajputana on the 20th had been transferred eastwards to the area defined by the stations of Agra, Cawnpore,

Allahabad and Nowgong, in which pressure was about a tenth of an inch below the normal. Gradients were steep over the southern half of the Bay and Southern India. Pressure was, on the other hand, uniform over the greater part of Northern and Central India and the Deccan. Winds were cyclonic in direction in the Gangetic Plain, but were very feeble. Winds continued strong at Cherat. Skies were densely clouded in Southern India and partially clouded in the North-Western Provinces and Bengal and at some stations in the Central Provinces. Light to moderate rain had occurred in the extreme south of Madras and light rain or snow in the East Punjab and Kumaon Hills. The temperature conditions did not differ to any important extent from the normal, except in the tract lying between East Rajputana and Bihar, in which temperature was from  $2^{\circ}$  to  $10^{\circ}$  above the normal, due chiefly to much higher night temperature than usual. Temperature of the previous 24 hours was  $4\frac{1}{2}^{\circ}$  below the normal at Quetta.

*Thursday, December 22nd.*—Pressure had again increased briskly to rapidly in North-Western and Central India and was now in slight to moderate excess in the former and normal in the latter area. The depression in the North-Western Provinces on the preceding day had apparently advanced into Chota Nagpur, where pressure had given way very slightly. It had, however, filled up very largely and was no longer of any importance. Winds tended to circulate cyclonically in South Bihar, Chota Nagpur and the adjacent districts of the North-Western Provinces, but were very light. Skies continued densely clouded in Southern India, and some light thundershowers had fallen in that area. Light snow had occurred in the Kumaon Himalayas and several rain or hail showers in the North-Western Provinces. The distribution of temperature with respect to the normal was practically unchanged.

*Friday, December 23rd.*—Pressure had given way briskly to rapidly in Baluchistan and slightly in Sind, Kathiawar and the North Konkan. It had, on the other hand, increased slightly to briskly in the Gangetic Plain, the Central Provinces and Bengal, and was practically stationary elsewhere. Pressure differed but little from the normal except in Ceylon, Southern India and the Konkan where it was in slight to moderate defect, and in North-Western and Central India where it was equally in excess. Gradients were considerably above their normal intensity over the Peninsula and the Bay of Bengal. Winds were of the anti-cyclonic type in North-Western and Central India. They were unusually strong at Cherat, where they had a velocity of 30 miles per hour at 8 A.M. Skies were moderately clouded in Baluchistan and the West Punjab and lightly clouded in Southern India. Temperature was steady except in Central India, the North-Western Provinces and Rajputana, where it had decreased briskly to very rapidly. The mean temperature of the previous 24 hours was  $3^{\circ}$  below the normal in Rajputana and from  $2^{\circ}$  to  $6^{\circ}$  in excess in Orissa, Bihar, Chota Nagpur, the Central Provinces, Berar, the West Coast the Bombay Deccan and Mysore. The night temperature was much more largely in excess in these areas than the day temperature.

*Saturday, December 24th.*—Pressure had given way almost everywhere. The fall was brisk to rapid in Baluchistan and North-Western India and slight elsewhere. Pressure was in general defect. The deficiency was greatest in Kathiawar where it was considerable. Feeble south-east winds obtained at Chaman and Quetta. A strong northerly gale was blowing at Cherat. Skies were overcast in Baluchistan and Kashmir, more or less heavily clouded in Upper India. There was also much cloud in Southern India. No rain had fallen anywhere beyond a moderate shower at Trincomalee. Temperature had risen fast in Baluchistan and was during the previous 24 hours  $9^{\circ}$  above the normal at Quetta. The excess was much more marked in the night than in the day temperature. Temperature was approximately normal in Assam, the North-Western Provinces, Sind, the Punjab, Central India and the southern half of the Peninsula, in moderate defect in Rajputana, and more or less considerably above the average in other districts. The excess was most marked in Berar where it averaged  $6^{\circ}$  in amount. The night temperature was much



more largely in excess in the area of increased temperature than the day temperature.

**Temperature.**—The temperature conditions of the week varied to a much less extent from the normal than was the case during the preceding four or five weeks. The mean temperature exceeded the normal all over the country with the exception of Assam and Bengal where it was in very slight defect. The excess was, however, small and less than  $2^{\circ}$ , except in Chota Nagpur, Central India, the Central Provinces, Berar, the Bombay Deccan and Madras coast, in which it ranged between  $2\frac{1}{2}^{\circ}$  and  $6^{\circ}$ . The area of greatest excess lay over Berar throughout the week. The increased temperature was due chiefly to much higher night temperature than usual.

The following table gives temperature variation data for the week:—

PROVINCE.	DECEMBER 1898.							Mean variation of week.
	18th.	19th.	20th.	21st.	22nd.	23rd.	24th.	
	o	o	o	o	o	o	o	o
Burma . . . . .	-0.9	-0.9	-0.5	-0.4	+0.8	+1.9	+3.5	+0.5
Assam . . . . .	-1.7	-1.5	-1.1	-1.4	-1.7	-0.6	+0.8	-1.0
Bengal . . . . .	-2.0	-2.0	-1.2	+0.3	+0.7	+1.1	+2.1	-0.1
Orissa . . . . .	+2.1	+0.1	+0.1	+1.6	+2.5	+3.8	+4.0	+2.0
Bihar . . . . .	-1.6	-0.4	+1.7	+2.4	+3.4	+4.2	+1.5	+1.6
Chota Nagpur . . . . .	-0.4	-1.2	+1.8	+3.2	+5.7	+6.0	+3.2	+2.6
North-Western Provinces and Oudh . . . . .	o	+1.7	+2.1	+4.6	+4.3	+1.7	-0.5	+2.0
Punjab . . . . .	+1.1	+1.6	+2.4	+1.2	+0.5	+0.4	+0.6	+1.1
Sind . . . . .	+2.3	+1.8	+1.5	-1.1	-1.5	-0.7	+1.0	+0.5
Rajputana . . . . .	+4.1	+6.6	+4.6	+3.1	+0.2	-2.7	-2.0	+2.0
Gujarat . . . . .	+5.2	+4.5	+3.0	-0.2	-2.0	-1.7	+2.0	+1.0
Central India . . . . .	+2.0	+3.1	+4.9	+6.8	+4.5	-0.9	-0.5	+2.8
Central Provinces . . . . .	+1.2	+2.6	+4.4	+5.8	+6.4	+5.0	+3.2	+4.1
Berar . . . . .	+3.9	+4.1	+4.4	+7.6	+6.8	+6.4	+5.8	+5.6
West Coast . . . . .	+0.7	+1.1	+0.6	+1.1	+1.5	+2.4	+2.4	+1.4
Bombay Deccan . . . . .	+2.6	+3.1	+3.0	+2.4	+1.7	+2.2	+2.5	+2.5
Mysore . . . . .	-1.5	-0.6	+0.1	+2.8	+2.1	+2.7	+0.1	+0.8
Madras Coast . . . . .	+2.5	+2.8	+3.3	+1.3	+1.4	+1.3	+2.5	+2.2
Madras Deccan . . . . .	+2.5	+2.3	+1.8	+0.4	+1.8	+1.7	+1.9	+1.8
South India . . . . .	+0.3	+0.9	+1.6	+1.9	+1.2	+0.7	+1.0	+1.1
Mean for whole of India . . . . .	+1.1	+1.5	+1.9	+2.2	+2.0	+1.7	+1.8	+1.7

The preceding table shows that the mean temperature of the whole of India and Burma was above the average on each day of the week, and that the amount of variation fluctuated between  $1^{\circ}1$  and  $2^{\circ}2$ .

**Rain.**—A feeble cold weather depression appeared in Upper Sind at the beginning of the week and marching eastwards passed into Bengal on the 23rd. It gave numerous light showers in the North-Western Provinces and some showers in the North Punjab and the Simla and Kangra Hills on the 21st and 22nd. The largest fall in these areas was 1.34 inches at Dharamsala on the 21st. Moderate snow fell in Kashmir and the higher elevations of the Punjab Himalayas from the 18th to the 20th. Weather was fine and settled over the remainder of the country throughout the week except in South Madras and the the South Coromandal Coast districts where some showers were received on the 21st and 22nd.

The accompanying rainfall statement shows that more or less rain was received in seventeen of the rainfall divisions and that in ten of these divisions the total fall of the week was less than a tenth of an inch in amount. The divisions which obtained effective rain, *i.e.*, average fall of over a tenth of an inch,

were North Punjab, Punjab hills, North-Western Provinces hills, North-Western Provinces West Submontane, North Oudh, East Coast South and Madras South. The rainfall in these divisions ranged between 0·11" and 0·78" and was very slightly above the average in the first three divisions.

The seasonal rainfall up to date shows some improvement in the case of the North Punjab and the Punjab Hills.

The more noteworthy totals were :—

Punjab (hill districts)	.	.	.	Kangra, Dharmsala, 1·61 inches.
East Coast (South)	.	.	.	S. Arcot, Chidambaram, 1·26 inches.
Ditto	.	.	.	Tanjore, Vedaranyam, 2·53 inches.
Madras (South)	.	.	.	Tinnevely, Keranur, 1·19 inches.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING 24TH DECEMBER 1898.			RAINFALL DATA FROM 16TH OCTOBER TO 24TH DECEMBER 1898.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, 16th October to 24th December 1898.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA.	1. Tenasserim . . . . .	0	0	0	2'69	5'26	— 49
	2. Lower Burma Deltaic. . . . .	0	0'01	—0'01	2'58	7'17	— 04
	3. Central do. . . . .	0	0'02	—0'02	0'68	4'17	— 84
	4. Upper do. . . . .	0	0'07	—0'07	1'43	4'28	— 67
	5. Arakan . . . . .	0	0'03	—0'03	2'58	7'43	— 05
BENGAL AND ASSAM	6. Eastern Bengal . . . . .	0	0'03	—0'03	0'79	4'35	— 82
	7. Assam Surma . . . . .	0	0'02	—0'02	0'58	3'87	— 85
	8. Do. Hills . . . . .	0	0'06	—0'06	1'10	4'00	— 73
	9. Do. Brahmaputra . . . . .	0	0'08	—0'08	2'25	2'55	— 12
	10. Deltaic Bengal . . . . .	0	0'05	—0'05	0'08	2'83	— 97
	11. Central do. . . . .	0	0'04	—0'04	0'02	2'30	— 99
	12. North do. . . . .	0	0'04	—0'04	0'37	2'36	— 84
	13. Bengal Hills . . . . .	0	0'14	—0'14	1'39	3'11	— 55
	14. Orissa . . . . .	0	0'13	—0'13	0'52	5'31	— 90
	15. Chota Nagpur . . . . .	0	0'15	—0'15	0'13	1'85	— 93
NORTH-WESTERN PROVINCES AND OUDH.	16. South Bihar . . . . .	0	0'06	—0'06	0'01	1'59	— 99
	17. North do. . . . .	0	0'05	—0'05	0'07	1'27	— 94
	18. North-Western Provin- ces East . . . . .	0'01	0'11	—0'10	0'09	1'11	— 92
	19. South Oudh . . . . .	0	0'17	—0'17	0'20	0'71	— 72
	20. North do. . . . .	0'11	0'17	—0'06	0'30	0'03	— 52
	21. North-Western Provin- ces Central . . . . .	0'05	0'14	—0'09	0'52	0'48	+ 8
	22. North-Western Provin- ces West . . . . .	0'09	0'10	—0'01	0'40	0'33	+ 21
	23. North-Western Provin- ces East Submon- tane . . . . .	0'01	0'08	—0'07	0'07	1'03	— 93
	24. North-Western Provin- ces West Submon- tane . . . . .	0'13	0'16	—0'03	1'01	0'48	+ 110
	25. North-Western Provin- ces Hills . . . . .	0'29	0'23	+0'06	1'89	0'80	+ 136
PUNJAB	26. South-East Punjab . . . . .	0'01	0'09	—0'08	0'30	0'37	— 19
	27. South do. . . . .	0	0'11	—0'11	0'05	0'38	— 87
	28. Central do. . . . .	0	0'06	—0'06	0	0'58	— 100
	29. Punjab Submontane . . . . .	0'01	0'19	—0'18	0'03	0'63	— 95
	30. Do. Hills . . . . .	0'64	0'38	+0'26	1'23	1'34	— 8
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS)	31. North Punjab . . . . .	0'13	0'07	+0'06	0'13	1'21	— 89
	32. West do. . . . .	0	0'01	—0'01	0	0'19	— 100
	33. Malabar . . . . .	0	0'12	—0'12	11'68	9'90	+ 18
	34. Madras South-Central . . . . .	0'02	0'44	—0'42	13'91	9'68	+ 44
	35. Coorg . . . . .	0	0'14	—0'14	7'13	8'06	— 12
CENTRAL PROV- INCES AND BERAR	36. Mysore . . . . .	0	0'21	—0'21	9'03	5'80	+ 50
	37. Konkan . . . . .	0	0'07	—0'07	2'45	3'55	— 31
	38. Bombay Deccan . . . . .	0	0'13	—0'13	2'31	4'08	— 42
	39. Hyderabad North . . . . .	...	...	...	...	...	...
	40. Khandesh . . . . .	0	0'22	—0'22	0'65	2'71	— 76
BOMBAY (NORTH)	41. Berar . . . . .	0	0'32	—0'32	0'13	2'06	— 95
	42. Central Provinces West . . . . .	0	0'16	—0'16	0'09	1'78	— 95
	43. Central Provinces Cen- tral . . . . .	0	0'07	—0'07	0'12	1'40	— 91
	44. Central Provinces East . . . . .	0	0'09	—0'09	0'03	1'54	— 98
	45. Gujarat . . . . .	0	0'02	—0'02	0'14	0'60	— 80
RAJPUTANA AND CENTRAL INDIA.	46. Kathiawar . . . . .	0	0	0	0'06	0'34	— 82
	47. Sind . . . . .	0	0'05	—0'05	0	0'23	— 100
	48. Baluchistan Hills . . . . .	0'09	0'17	—0'08	0'12	0'75	— 84
	49. Central India East . . . . .	0	0'03	—0'03	0'29	0'83	— 65
	50. Rajputana East, Cen- tral India West . . . . .	0	0'04	—0'04	0'39	0'56	— 30
MADRAS	51. West Rajputana . . . . .	0	0'05	—0'05	0'21	0'22	— 5
	52. East Coast North . . . . .	0'01	0'13	—0'12	4'17	8'97	— 53
	52-A. Do. do. (a) . . . . .	0	0	0	2'80	6'73	— 58
	53. Hyderabad South . . . . .	0	0'03	—0'03	0'67	1'38	— 51
	54. Madras Central . . . . .	0	0'13	—0'13	4'57	5'49	— 17
MADRAS	55. East Coast Central . . . . .	0'02	0'42	—0'40	12'00	12'47	— 4
	56. Do. South . . . . .	0'40	1'05	—1'25	27'63	18'57	+ 49
	57. Madras South . . . . .	0'78	0'86	—0'08	14'96	13'02	+ 15

HEM RAJ,

Offg. Asst. Meteorological Reporter  
to the Government of India.

SIMLA, the 29th December 1898.

T. W. HOLDERNESS,

Secretary to the Government of India.

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 31st December.*—Heavy rain has fallen in the Carnatic, the Southern and parts of the Central districts and some in the adjoining tracts. The water-supply is generally ample. Sowings still continue. The standing crops are thriving generally, but the heavy rain has caused damage in parts. The harvest outturn is almost normal. Pasturage is sufficient. Cattle are in normal condition. Prices are falling generally.

**Bombay.**—*For week ending 4th January.*—Slight rain fell in parts of Sind; more is wanted for the late crops in parts of Poona and Satara. The standing crops have been damaged by rats, blight or excessive cold in parts of Hyderabad, Thar and Parkar, Bijapur and Dharwar, and are withering in parts of Khandesh and Ahmednagar. Harvesting of the early crops continues in six districts. Cotton-picking is progressing in parts of Khandesh and Gujarat. Preparations for next season have commenced in four districts. Fodder is sufficient except in parts of Sind. Agricultural stock is generally healthy. Prices have slightly risen in three and fallen in seven districts.

**Bengal.**—*For week ending 2nd January.*—There were slight scattered showers of rain in several districts during the week. The harvesting of winter rice is approaching completion, and a good outturn is generally expected. The spring crops and poppy are in good condition. The earlier spring crops are maturing, and in some places pulses are being gathered. The pressing of sugarcane is in progress. There is plenty of fodder in every district. There was a slight fall in the price of rice in some districts, but on the whole prices were stationary.

**North-Western Provinces and Oudh.**—*For week ending 4th January.*—The rainfall has been almost general during the week and has benefited the standing spring crops, which are reported to be in a flourishing state. The pressing of sugarcane continues. Prospects are favourable. The markets are well supplied. Fodder is plentiful. Prices are almost stationary.

**Punjab.**—*For week ending 4th January.*—Rain, ranging from  $\frac{1}{8}$ th of an inch to  $3\frac{3}{4}$  inches, has fallen in all districts except Shahpur. Harvesting of the autumn crops is over. Pressing of sugarcane and sowing of spring crops still continue in some districts. The spring crops have been benefited by the recent rain throughout the province, but more is wanted. The rape and gram crops are being damaged by caterpillars in parts of Ferozepore. Cattle are generally in good condition. Fodder is sufficient in all districts except Delhi, Shahpur, and parts of Rawalpindi and Dera Ismail Khan. Prices are rising in Dera Ismail Khan, falling in Shahpur and are unchanged elsewhere. Wheat is selling from  $15\frac{1}{8}$  to  $21\frac{1}{4}$ , gram  $20\frac{1}{2}$  to 24, barley 32, bulrush millet 19 to 24, maize  $27\frac{5}{8}$  to  $32\frac{1}{2}$ , great millet 26, and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 3rd January.*—Slight showers of rain fell in Damoh, Jubbulpore and Mandla. The weather is occasionally cloudy and very cold, except in Chanda where it is reported to be hot and unseasonable. The cloudy weather has affected the linseed and *tur* (*Cajanus indicus*) crops in the Bhandara district and the former alone in Bilaspur. The winter crops are in urgent need of rain. In the Hatta tahsil, Damoh district, the prospects of the winter crops are gloomy. The reaping and threshing of the autumn crops and the picking of cotton continue. Pressing of sugarcane is also in progress. The cheapest prices are wheat 19, gram 32, rice 26, and *juar* 31 seers per rupee. The dearest prices are wheat 12, gram 13, rice  $10\frac{1}{2}$  and



*juar* 22 seers per rupee. Wheat is selling above the normal rate in the south, east and west of the Province, and the price of gram is still low in the Northern Districts.

**Burma.**—*For week ending 31st December.*—In Lower Burma reaping and threshing are progressing. The crops in Akyab, Thongwa, Bassein, Thaton and Amherst are average or above average, but in the remaining principal districts they are in defect. In Upper Burma the crops on the whole are in fair condition. It is reported that considerable remissions of water-rate will be necessary in the Yamethin Sub-Division owing to the failure of crops. The fluctuations in the price of paddy are unimportant.

**Assam.**—*For week ending 3rd January.*—Slight rain has fallen in most districts. Harvesting of late rice, gathering of pulses, sowing of mustard, and pruning of tea are in progress. Pressing of sugarcane continues in Sylhet and Lakhimpur. Prospects of late rice, pulses and sugarcane are generally good. Prices—common rice, Silchar and Dhubri 16, Sylhet 14½, Gauhati 15, Tezpur and Nowgong 13, Sibsagar and Dibrugarh 12 seers per rupee.

**Mysore and Coorg.**—*For week ending 4th January.*—**MYSORE:** Slight rain has fallen in parts. The standing crops are in good condition. Prices have slightly fallen in Tumkur, Shimoga, Kadur, Kolar and Hassan. Paddy and *ragi* (*Eleusine coracana*) have been harvested in parts.

**COORG:** Harvesting of rice, threshing of *ragi* (*Eleusine coracana*), and coffee-picking continue. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 4th January.*—**BERAR:** The weather is cool. Picking of cotton and cutting of *juar* are almost completed. The winter crops are in fair condition. The land is being prepared for the ensuing rain crop in parts of the Province. Fodder is sufficient, but the water-supply is inadequate in parts of the Akola and Amraoti districts. Prices are almost stationary.

**Hyderabad.**—No rain fell during the week. The autumn harvest is almost over. The winter rice sowings are in progress. The rice crop is still being harvested. The standing spring crops are doing well, but rain is wanted in a few taluks of the Aurangabad Division. Agricultural prospects continue favourable. Prices—wheat 8½, coarse rice 10, and *jawari* 21 seers per current sicca rupee.

**Central India.**—*For week ending 4th January.*—There has been a slight fall of rain in Bundelkhand during the week. Agricultural operations have been completed in Bundelkhand and are in progress elsewhere. The condition of the standing crops, agricultural stock and pasturage, is good. Prices of food-grains are falling slightly in Bundelkhand and Baghelkhand, but are steady elsewhere. The condition of opium is fair in Indore and Bhopal.

**Rajputana.**—*For week ending 4th January.*—Slight rain fell at Abu and showers at Alwar, but none elsewhere. Sowing of the spring crops and irrigation continue. The state of the crops is generally good. In Merwara some tracts have been seriously affected through failure of the rains. Twenty-two villages are reported as distressed. Cattle are generally in good condition; considerable numbers have migrated from Ajmere-Merwara and Marwar. Fodder is scarce in parts of Kherwara, Meywar, Haraoti, Ajmere, Jeypore, Bikanir and Marwar. Prices are rising in Jhallawar and are steady elsewhere. Emigration from the distressed Ajmere villages and from Merwara continues: 365 persons emigrated during the week. The number employed on relief works was 326 in Ajmere; 2,012 in Merwara and 994 in Marwar. Prices—Ajmere 20, Beawar 22 and Marwar 14½ seers per rupee.

**Kashmir.**—*For week ending 3rd January.*—The weather is snowy. Prices continue below normal. Rice 27 seers per rupee.

**JAMMU PROVINCE.**—*For week ending 4th January.*—Slight rain fell during the week. Sowing of spring crops is in progress and the condition of the standing crops is fair. Fodder is sufficient. Prices are generally stationary: wheat 19 and maize 23 seers per rupee.

**Nepal.**—*For week ending 31st December.*—Rainfall .08. The weather is cold and foggy. Rice  $8\frac{1}{2}$  seers per rupee.

T. W. HOLDERNESS,  
*Secretary to the Government of India.*



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE 2nd HALF OF NOVEMBER 1897 AND 1898

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	14'45	15'3	32'3	34	...	...	...	...	...	...	...	...
Tavoy . . . . .	13'6	17	39'1	38'25	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	17	13'0	51	51	...	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	13'6	17	39'1	44'2	70'55	92'65	...	...	...	...	...	...
Thongwa . . . . .	...	...	51	55'25	...	...	...	...	...	...	...	...
Bassein . . . . .	17	15'3	51	42'5	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Henzada . . . . .	13'04	13'04	38'08	42'67	...	...	...	...	...	...	...	...
Toungoo . . . . .	15'3	19'55	54'4	54'4	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	15'3	20'74	50'15	55'25	25'16	72'76	...	...	...	...	...	...
Bamo . . . . .	11'05	...	42'5	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	17	19'55	39'95	51	...	...	...	...	...	...	10'2	22'1
<i>Arakan—</i>												
Kyaukpyu . . . . .	8'5	17	21'25	40'8	...	...	...	...	...	...	...	...
Akyab . . . . .	17	15'3	34	30'6	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brahmaputra—</i>												
Goalpara . . . . .	16'25	20	27'5	40	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	35'36	28'12	...	...	...	...	...	...	...	...	...
<b>Bengal—*</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	25	32'5	...	...	...	...	...	...	...	...
Dacca . . . . .	...	...	20	32'5	28'75	46'25	...	...	15	35	...	...
<i>Deltaic—</i>												
Midnapur . . . . .	...	...	18'75 to 21'25 and 22'5 to 25		30	...	...	...	...	...	...	...
Calcutta . . . . .	...	...			47'5	27'5	42'5	...	...	21'25	30	20 30
<i>Central—</i>												
Bardwan . . . . .	...	...	20'62	36'25	27'5	...	...	...	...	...	...	...
Pabna . . . . .	...	...	21'56	37'97	26'56	50	...	...	...	...	...	...
<i>Northern—</i>												
Rangpur . . . . .	...	...	27'5	50	35	50	...	...	...	...	...	...
<i>Orissa—</i>												
Cuttack . . . . .	...	...	21'72	27'81	31'87	49'06	...	...	...	...	...	...
<i>Bihar, south—</i>												
Patna . . . . .	...	...	18'12	25	19'06	32'5	...	...	12'5	24'37	...	14'37
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	21'56	34'06	24'22	34'06	...	...	14'22	34'06	...	...
Muzaffarpur . . . . .	...	...	30'78	20'72	25	40	...	...	15'94	23'44	...	...
<b>N.W. Provinces—</b>												
<i>Eastern—</i>												
Benares . . . . .	15	20'31	28'28	37'66	23'85	39'06	28'65	45'16	14'84	28'44	...	24'53
<i>Central—</i>												
Cawnpore . . . . .	13'8	19'53	24'27	36'35	22'55	37'19	27'13	41'04	13'8	22'86	12'92	19'06
Jhansi . . . . .	14'84	21'41	31'98	48'75	24'58	39'06	29'9	45'1	14'84	23'85	16'41	20'78
<i>Western—</i>												
Meerut . . . . .	...	...	33'33	...	22'86	36'87	25'78	...	16'67	...	16'67	...
Agra . . . . .	...	...	37'19	44'37	22'5	38'44	30	...	13'12	22'19	13'44	20
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	14'27	18'18	25'68	34'06	20	33'18	...	...	12'13	21'93	...	21'3
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow . . . . .	12'86	21'3	25'62	40	21'3	38'12	25	42'08	12'08	26'67	13'49	21'04
<i>Northern—</i>												
Fyzabad . . . . .	14'53	20	22'55	...	20	39'01	...	...	13'54	29'06	13'91	...

\* The figures under "Rice, husked" represent the prices of common rice.

(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAGI.		MAIZE.		GRAM.		ARHAR DÁL.		GHI.		DISTRICTS.
1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	
...	...	...	...	...	...	...	...	...	...	...	...	Burma—
...	...	...	...	...	...	...	...	...	...	...	...	Tenasserim—
...	...	...	...	...	...	...	...	...	...	...	...	Mergui.
...	...	...	...	...	...	...	...	...	...	...	...	Tavoy.
...	...	...	...	...	...	...	...	...	...	...	...	Moulmein and Amherst.
...	...	...	...	...	...	35'7	73'1	...	...	...	...	Pegu (deltaic)—
...	...	...	...	...	...	...	...	...	...	...	...	Rangoon.
...	...	...	...	...	...	...	...	...	...	...	...	Thongwa.
...	...	...	...	...	...	...	...	...	...	...	...	Bassein.
...	...	...	...	...	...	...	...	...	...	...	...	Pegu (inland)—
...	...	...	...	...	...	...	...	...	...	...	...	Henzada.
...	...	...	...	...	...	...	...	...	...	...	...	Toungoo.
...	...	...	...	...	...	29'92	81'77	...	...	...	...	Upper Burma—
...	...	...	...	...	...	...	...	...	...	...	...	Mandalay.
...	...	...	...	...	...	...	...	...	...	...	...	Bamo.
...	...	...	...	...	...	...	...	...	...	...	...	Pakokku.
...	...	...	...	...	...	...	...	...	...	...	...	Arakan—
...	...	...	...	...	...	...	...	...	...	...	...	Kyaukpyu.
...	...	...	...	...	...	...	...	...	...	...	...	Akyab.
...	...	...	...	...	...	...	...	...	...	...	...	Assam—
...	...	...	...	...	...	...	...	...	...	...	...	Brahmaputra—
...	...	...	...	...	...	...	...	...	...	...	...	Goalpara.
...	...	...	...	...	...	...	...	...	...	...	...	Gauhati.
...	...	...	...	...	...	30	60	...	...	400	400	Bengal—
...	...	...	...	...	...	25'62	52'5	26'25	60	420	350	Eastern—
...	...	...	...	...	...	...	...	...	...	...	...	Chittagong.
...	...	...	...	...	...	...	...	...	...	...	...	Dacca.
...	...	...	...	...	...	...	...	...	...	360	320	Deltaic—
...	...	...	...	...	...	...	...	...	...	...	...	Midnapur.
25	30	...	...	15	25	22'5	45	30	40	340	320	Calcutta.
...	...	...	...	...	...	25	47'5	31'25	62'5	295	300	Central—
...	...	...	...	...	...	24'06	46'25	18'12	37'5	520	360	Bardwan.
...	...	...	...	...	...	...	...	...	...	...	...	Pabna.
...	...	...	...	20	30	22'5	50	40	70	340	330	Northern—
...	...	...	...	...	...	21'72	32'03	19'06	35'78	350	352'5	Rangpur.
...	...	...	...	...	...	...	...	...	...	...	...	Orissa—
...	...	...	...	...	...	...	...	...	...	...	...	Cuttack.
...	...	11'87	15'31	10'78	17'5	15'47	35'62	15'47	35'62	270	270	Bihar, south—
...	...	...	...	10'47	18'59	18'44	35	19'37	42'34	330	270	Patna.
...	...	15'94	15'99	15'94	19'06	20'94	34'25	28'28	50	304'69	266'56	Bihar, north—
...	...	...	...	...	...	...	...	...	...	...	...	Bhagalpur.
...	...	...	...	...	...	...	...	...	...	...	...	Muzaffarpur.
...	...	...	...	...	...	...	...	...	...	...	...	N.-W. Provinces—
17'5	26'87	...	...	13'28	23'91	17'5	41'07	25'36	54'95	125'78	293'28	Eastern—
...	...	...	...	...	...	...	...	...	...	...	...	Benares.
14'79	22'24	...	...	11'41	20'78	17'4	36'35	22'24	50	290'88	266'67	Central—
18'12	21'87	...	...	12'34	19'69	17'97	36'35	23'28	40'94	252'5	245	Cawnpure.
...	...	...	...	...	...	...	...	...	...	...	...	Jhansi.
20	...	...	...	15'99	...	20	...	...	...	290'88	320	Western—
16'56	21'09	...	...	13'12	...	17'5	38'12	23'44	55'78	270	265'62	Meerut.
...	...	...	...	...	...	...	...	...	...	...	...	Agra.
14'27	22'55	...	...	...	...	16'67	40'99	...	...	320	266'25	Submontane, west—
...	...	...	...	...	...	...	...	...	...	...	...	Shahjahanpur.
...	...	...	...	...	...	...	...	...	...	...	...	Oudh—
14'53	23'49	...	...	12'86	25	19'48	43'12	21'61	...	300	280	Southern—
...	...	...	...	...	...	...	...	...	...	...	...	Lucknow.
...	...	...	...	14'53	25	15'94	36'98	...	...	290'88	253'62	Northern—
...	...	...	...	...	...	...	...	...	...	...	...	Fyzabad.



## WHOLESALE PRICES FOR THE 2nd HALF OF NOVEMBER 1897 AND 1898—continued.

DISTRICTS.	GŒR.		SALT.		TOBACCO LEAF.		TURNERIC.		GRASS.		STRAW.	
	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.
Burma—												
Tenasserim—												
Mergui . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pegu (deltaic)—												
Rangoon . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bassein . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pegu (inland)—												
Henzada . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Upper Burma—												
Mandalay . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Arakan—												
Kyaukpyu . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Assam—												
Brahmaputra—												
Goalpara . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bengal—												
Eastern—												
Chittagong . . . . .	...	...	36'25	40	100	100	...	...	...	...	...	...
Dacca . . . . .	...	...	36'25	40	70	65	...	...	2'5	2'5	...	...
Deltaic—												
Midnapur . . . . .	...	...	35	37'5	57'5 and 82'5	47'5 and 62'5	...	...	...	...	1'41 to 2'34	1'2
Calcutta . . . . .	...	...	33'75	35	60	70	...	...	8'75	6'58	7'5	5'94
Central—												
Bardwan . . . . .	...	...	32'5	35	...	...	...	...	...	...	3'75	2'5
Pabna . . . . .	...	...	38'75	39'06	75	70	...	...	...	...	7'5	7'5
Northern—												
Rangpur . . . . .	...	...	40	40	80	50	...	...	3'75	17(a)	5	17(a)
Orissa—												
Cuttack . . . . .	...	...	30	31'25	45	65	...	...	5'57	5'56	6'25	2'83
Bihar, south—												
Patna . . . . .	...	...	35	36'25	30	30	...	...	2'5	3'12	2'5	3'75
Bihar, north—												
Bhagalpur . . . . .	...	...	37'5	38'75	80	52'5	...	...	...	...	...	...
Muzaffarpur . . . . .	...	...	36'25	36'25	100	100	...	...	...	...	...	...
N.-W. Provinces—												
Eastern—												
Benares . . . . .	34'17	53'44	...	...	...	...	...	...	...	...	...	...
Central—												
Cawnpore . . . . .	40	50	...	...	57'5	67'5	115	100	...	...	...	...
Jhansi . . . . .	42'5	...	...	...	...	...	...	...	...	...	...	...
Western—												
Meerut . . . . .	44'43	...	...	...	...	...	123'07	...	...	...	...	...
Agra . . . . .	45	50	...	...	40 to 80	...	100	...	5	...	3'33	...
Submontane, west—												
Shahjahanpur . . . . .	...	90 to 110	...	...	...	...	125 and 130	115 and 125	...	...	...	...
Oudh—												
Southern—												
Lucknow . . . . .	40	61'56	...	...	72'5	75	...	...	2'5	3'33	4'01	...
Northern—												
Fyzabad . . . . .	29'06	...	...	...	...	...	...	...	2'81	...	...	...

(a) Per bundle.

(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

JAWAR STALKS.		BHUSA.		SHEEP, PER SCORE.		GOATS, PER SCORE.		PLOUGH BULLOCKS, PER PAIR.		DISTRICTS.
1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	
...	...	...	...	...	...	...	...	...	...	Burma— <i>Tenasserim</i> — Mergui. Tavoy. Moulmein and Amherst.
...	...	...	...	...	...	...	...	...	...	<i>Pegu (deltaic)</i> — Rangoon.
...	...	...	...	...	...	...	...	...	...	Thongwa.
...	...	...	...	...	...	...	...	...	...	Bassein.
...	...	...	...	...	...	...	...	...	...	<i>Pegu (inland)</i> — Henzada. Toungoo.
...	...	...	...	...	...	...	...	...	...	<i>Upper Burma</i> — Mandalay. Bamo. Pakókku.
...	...	...	...	...	...	...	...	...	...	<i>Arahan</i> — Kyaukpyu. Akyab.
...	...	...	...	...	...	...	...	...	...	Assam— <i>Brahmaputra</i> — Goalpara. Gauhati.
...	...	...	...	...	...	...	...	...	...	Bengal— <i>Eastern</i> — Chittagong. Dacca.
...	...	...	...	...	...	...	...	...	...	<i>Deltaic</i> — Midnapur.
...	...	...	...	...	...	...	...	...	...	Calcutta.
...	...	...	...	...	...	...	...	...	...	<i>Central</i> — Bardwan. Pabna.
...	...	...	...	...	...	...	...	...	...	<i>Northern</i> — Rangpur.
...	...	...	...	...	...	...	...	...	...	<i>Orissa</i> — Cuttack.
...	...	...	...	...	...	...	...	...	...	<i>Bihar, south</i> — Patna.
...	...	...	...	...	...	...	...	...	...	<i>Bihar, north</i> — Bahgalpur. Muzaffarpur.
...	...	...	...	...	...	...	...	...	...	N.-W. Provinces— <i>Eastern</i> — Benares.
...	...	...	...	60	60	...	...	...	...	<i>Central</i> — Cawnpore. Jhansi.
3'33	...	...	...	45 to 65	42'5	...	...	60 80 to 100	70	<i>Western</i> — Meerut. Agra.
...	...	...	...	40 to 90	40 to 90	...	...	25 to 50	25 to 50	<i>Submontane, west</i> — Shahjahanpur.
1'98	2'5	...	...	35	35	...	...	...	...	Oudh— <i>Southern</i> — Lucknow.
...	...	...	...	...	...	...	...	28	28	<i>Northern</i> — Fyzabad.



## WHOLESALE PRICES FOR THE 2nd HALF OF NOVEMBER 1897 AND 1898—continued.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.
<b>Rajputana—</b>												
<i>Eastern—</i>												
Ajmere . . . . .	33'33	33'33	...	...	29'63	40'99	...	...	21'09	25'78	19'06	25
<b>Punjab—</b>												
<i>Southern—</i>												
Ferozpur . . . . .	14'27	22'5	40	57'13	22'86	36'25	28'54	36'25	12'5	26'25	15'99	25'62
<i>Central—</i>												
Lahore . . . . .	16'67	37'66	30'83	49'37	20'88	35'26	24'58	38'18	10'94	23'54	15'42	24'22
<i>South-eastern—</i>												
Delhi . . . . .	21'04	26'67	30'78	40	22'34	37'19	26'67	40'99	15'68	22'86	15'68	21'04
<i>Submontane—</i>												
Amritsar . . . . .	17'4	27'6	33'33	48'49	20	34'06	22'55	36'35	...	25	...	25
<i>Northern—</i>												
Rawalpindi . . . . .	15'94	30	55'57	53'33	22'81	37'66	25	40	13'12	25	12'5	28'59
<i>Western—</i>												
Multan . . . . .	12'5	18'18	24'22	42'03	24'58	40	30'78	45'68	16'56	27'5	15'36	25'78
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	...	37'5	46'25	30	45'62	...	...	19'37	29'27	17'5	31'25
Shikarpur . . . . .	...	...	...	...	26'25	39'37	...	...	15	21'09	15'62	24'22
Quetta . . . . .	...	...	...	...	26'25 to 28'75	41'87	60	65	21'87	30	17'5	32'5
<b>Bombay—</b>												
<i>Deccan—</i>												
Dharwar . . . . .	...	...	...	...	...	44'22	...	...	...	...	...	...
Sholapur . . . . .	...	...	...	...	26'82	...	...	...	...	...	15'99	...
Poona . . . . .	...	...	...	38'91	36'56	...	...	...	...	...	...	...
<i>Khandesh—</i>												
Ahmadnagar . . . . .	...	...	...	...	26'41	...	...	...	...	...	18'8	...
Dhulia . . . . .	...	...	...	...	30'05	...	...	...	...	...	14'79	23'44
<i>Gujarat—</i>												
Surat . . . . .	...	...	...	...	36'09	...	...	...	...	...	16'3	...
Ahmadabad . . . . .	20	...	...	43'75	33'33	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
<i>Western—</i>												
Nagpur . . . . .	...	...	27	31	28	41	33'31	56	...	...	17'37	31'25
<i>Central—</i>												
Jubbulpore . . . . .	16	...	21'06	28'06	24'25	38'06	26'69	44'44	...	...	18'19	20
<i>Eastern—</i>												
Raipur . . . . .	16	...	22	30	23	43	31	53	...	...	...	...
<b>Berar—</b>												
Basim . . . . .	...	...	...	...	33'33	51'85	...	...	...	...	16	26'92
Ellichpur . . . . .	...	...	66'66	80	40	57'14	50	66'66	...	...	16	33'33
Amraoti . . . . .	...	...	36'25	56'87	40	56'87	50	61'25	...	...	15'25	35
<b>Madras—</b>												
<i>South, central—</i>												
Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	25	28'75
Salem . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	15'62	33'75
Cuddapah . . . . .	23'75	28'12	40	46'87	...	...	...	...	...	...	20	32'5
Karnul . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>East Coast, central—</i>												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>East Coast, south—</i>												
Madras . . . . .	26'25	28'75	40'62	45'62	...	...	...	...	...	...	...	...
Tanjore . . . . .	23'75	28'12	44'37	51'87	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Southern—</i>												
Madura . . . . .	...	...	...	...	...	...	...	...	...	...	22'5	27'5
<b>Mysore—</b>												
Mysore . . . . .	24'2	27'98	40'22	45'72	47'51	73'47	54'86	101'48	...	...	18'29	28'85
Bangalore . . . . .	25'5	19'81	56	54'87	60'31	62'72	64'02	54'88	...	...	26'12	24'5

(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAGI.		MAIZE.		GRAM.		ARHAR DÁL.		GHI.		DISTRICTS.
1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	
24'06	30'78	...	...	20	24'06	24'06	42'08	...	...	336'87	336'87	Rajputana— Eastern— Ajmere.
21'04	25	...	...	14'27	21'87	16'67	36'87	36'35	56'25	3 0	330	Panjab— Southern— Ferozpur.
20	27'08	...	...	14'22	23'85	17'24	37'24	31'35	55'16	336'87	336'87	Central— Lahore.
18'18	24'22	...	...	14'53	24'22	19'53	36'35	29'63	57'13	320	336'87	South-eastern— Delhi.
...	26'67	...	...	13'33	23'54	15'99	37'19	33'44	...	...	350	Submontane— Amritsar.
18'18	28'59	...	...	16'41	27'6	19'27	40'99	34'37	64'17	278'28	291'25	Northern— Rawalpindi.
15'99	28'54	...	...	15'99	25	21'25	42'08	...	...	320	336'87	Western— Multan.
22'34	33'12	...	...	...	...	22'5	41'25	...	70	345	365	Sind and Baluchistan— Karachi.
...	...	...	...	...	...	19'84	35'73	...	...	...	322'5	Shikarpur.
...	...	...	...	22'5	33'12	...	...	47'5	...	330	330	Quetta.
...	...	...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dharwar.
16'3	22'08	...	...	...	...	...	...	...	...	...	...	Sholapur.
...	...	...	...	...	...	...	...	...	...	...	...	Poona.
15'52	31'04	...	...	...	...	...	...	...	...	...	...	Khandesh— Ahmadnagar.
20'52	36'04	...	...	...	...	...	...	...	...	...	...	Dhulia.
...	...	...	...	...	...	...	...	23'75	...	...	...	Gujarat— Surat.
...	...	...	...	...	...	...	...	...	...	...	...	Ahmadabad.
...	...	...	...	...	...	24	48	26	52	333'31	318	Central Provinces— Western— Nagpur.
...	...	...	...	...	...	16'69	38'06	23'5	51'62	250	250	Central— Jubbulpore.
...	...	...	...	...	...	18	48	21	62	265	275	Eastern— Raipur.
...	...	...	...	...	...	...	...	...	51'85	...	...	Berar— Basim.
25	40	...	...	...	...	30'97	53'33	30'78	61'5	360	320	Ellichpur.
18'44	36'50	...	...	...	...	25	44'37	30'78	56'87	300	320	Amraoti.
20'62	21'87	...	...	...	...	41'25	60	...	...	380'62	400	Madras— South, central— Coimbatore.
...	...	21'25	22'5	...	...	...	...	...	...	342'5	368'12	Salem.
...	...	...	...	...	...	29'37	63'75	...	...	301'25	411'87	Central— Bellary.
21'25	26'87	...	...	...	...	...	...	...	...	328'75	333'12	Cuddapah.
...	...	...	...	...	...	...	...	...	...	...	...	Karnul.
...	...	27'5	29'37	...	...	...	...	30	37'5	...	...	East Coast, central— Nellore.
...	...	...	...	...	...	31'87	60	...	...	337'5	329'37	East Coast, south— Madras.
...	...	21'25	25	...	...	...	...	...	...	...	...	Tanjore.
...	...	...	...	...	...	...	...	...	...	...	...	Trichinopoly.
25'62	26'87	...	...	...	...	...	...	31'25	25'62	...	...	Southern— Madura.
...	...	24'49	22'53	...	...	18'48	27'71	74'06	78'17	339'25	339'25	Mysore— Mysore.
...	...	24'5	21'31	...	...	34'25	39'2	50'96	65'86	394	411'3	Bangalore.



## WHOLESALE PRICES FOR THE 2nd HALF OF NOVEMBER 1897 AND 1898—concluded.

DISTRICTS.	GŌR.		SALT.		TOBACCO LEAF.		TURMERIC.		GRASS.		STRAW.	
	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.
<b>Rajputana—</b>												
<b>Eastern—</b>												
Ajmere . . . . .	53'33	66'56	...	...	...	...	...	...	10	5	10	5
<b>Panjab—</b>												
<b>Southern—</b>												
Ferozpur . . . . .	...	...	...	...	50	51'25	133'33	110	3'28	3'12	4'01	6'25
<b>Central—</b>												
Lahore . . . . .	...	...	...	...	53'33	57'13	110'31	110'31	6'67	10	4'43	6'67
<b>South-eastern—</b>												
Delhi . . . . .	...	...	...	...	80	80	123'02	123'12	7'97	6'67	6'67	8'91
<b>Submontane—</b>												
Amritsar . . . . .	...	...	...	...	...	...	...	...	...	...	4'01	5'31
<b>Northern—</b>												
Rawalpindi . . . . .	...	...	...	...	40	40	133'33	94'22	3'33	5	5	6'67
<b>Western—</b>												
Multan . . . . .	...	...	...	...	100	100	145'42	133'33	3'07	3'07	4'37	6'67
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	85	...	...	...	125	120	107'5	...	...	...	...
Shikarpur . . . . .	...	47'5	...	...	...	...	...	...	...	...	...	...
Quetta . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bombay—</b>												
<b>Deccan—</b>												
Dharwar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Sholapur . . . . .	...	64'84	...	...	...	...	...	...	...	...	...	...
Poona . . . . .	...	77'19	...	...	...	...	...	...	...	...	...	...
<b>Khandesh—</b>												
Ahmadnagar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Dhulia . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Gujarat—</b>												
Surat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ahmadabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
<b>Western—</b>												
Nagpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central—</b>												
Jubbulpore . . . . .	...	...	39	39	60	70	120	120	...	...	...	...
<b>Eastern—</b>												
Raipur . . . . .	...	...	40	43	118	180	120	120	...	...	...	...
<b>Berar—</b>												
Basim . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ellichpur . . . . .	...	...	...	...	200	320	130	76'28	...	...	...	...
Amraoti . . . . .	...	...	...	...	120	200	126	105	31(a)	19(a)	...	...
<b>Madras—</b>												
<b>South, central—</b>												
Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Salem . . . . .	51'25	71'87	...	...	120	106'87	89'37	51'87	...	...	6'25	7'5
<b>Central—</b>												
Bellary . . . . .	51'25	63'12	...	...	...	...	...	...	...	...	...	...
Cuddapah . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Karnul . . . . .	...	...	...	...	52'5	66'87	98'75	61'25	...	...	...	...
<b>East Coast, central—</b>												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	5'62	5
<b>East Coast, south—</b>												
Madras . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Tanjore . . . . .	57'6	57'5	...	...	131'87	131'87	93'75	57'5	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	118'12	118'12	...	...	...	...	...	...
<b>Southern—</b>												
Madura . . . . .	...	...	...	...	116'87	111'87	...	...	...	...	4'37	5'62
<b>Mysore—</b>												
Mysore . . . . .	115'17	68'56	...	...	374	374	109'08	116'87	10'71	10'71	7'14	7'14
Bangalore . . . . .	51'37	77'11	...	...	342'75	342'75	110'94	85'69	8'25	3'5	10'5	13'71

(a) Per 100 pullies weighing on an average 158 lbs.

(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

JAWAR STALKS.		BHUSA.		SHEEP, PER SCORE.		GOATS, PER SCORE.		PLOUGH BULLOCKS, PER PAIR*		DISTRICTS.
1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	
3'54	5	...	...	140	140	...	...	80	80	Rajputana— Eastern— Ajmere.
4'01	3'12	...	...	50	50	...	...	75	75	Panjab— Southern— Ferozpur.
...	6'67	...	...	100	100	...	...	112'5	105	Central— Lahore.
7'97	10	...	...	60	60	...	...	125	125	South-eastern— Delhi.
...	...	...	...	...	...	...	...	...	...	Submontane— Amritsar.
3'33	6'67	...	...	60	50	...	...	60	60	Northern— Rawalpindi.
5	3'33	...	...	50	50	...	...	70	70	Western— Multan.
...	...	...	...	...	...	...	...	...	...	Sind and Baluchistan— Karachi. Shikarpur.
...	...	...	...	...	...	...	...	...	...	Quetta.
...	...	7'5 and 8'12	9'37	40 to 140	40 to 140	...	...	...	...	Bombay— Deccan— Dharwar. Sholapur. Poona.
...	...	...	...	...	...	...	...	...	...	Khandesh— Ahmadnagar. Dhulia.
...	...	...	...	...	...	...	...	...	...	Gujarat— Surat. Ahmadabad.
...	...	...	...	...	...	...	...	...	...	Central Provinces— Western— Nagpur.
...	...	...	...	60	60	...	...	70	70	Central— Jubbulpore.
...	...	...	...	40	40	...	...	41	35	Eastern— Raipur.
...	...	...	...	...	...	...	...	...	...	Berar— Basim. Ellichpur. Amraoti.
3	6	...	...	50	50	...	...	60	60	
...	...	...	...	50	50	...	...	80	90	
...	...	...	...	...	...	...	...	...	...	Madras— South, central— Coimbatore. Salem.
2'5	2'5	...	...	90	85	90	85	60	50	Central— Bellary. Cuddapah. Karnul.
...	...	...	...	80	80	80	80	...	...	
...	...	...	...	100	120	100	120	120	140	East Coast, central— Nellore.
...	...	...	...	...	...	...	...	...	...	East Coast, south— Madras. Tanjore. Trichinopoly.
...	...	...	...	55	55	55	55	...	...	
...	...	...	...	80	...	80	...	...	...	
...	...	...	...	...	...	...	...	...	...	Southern— Madura.
...	...	...	...	...	...	...	...	40	40	
2'96	2'96	...	...	100	100	...	...	70	70	Mysore— Mysore.
...	...	...	...	200	200	...	...	150	120	Bangalore.

FINANCE AND COMMERCE DEPARTMENT.

January 6, 1899.

J. A. ROBERTSON,

Offg. Director-General of Statistics.

W. S. MEYER,

Offg. Secretary to the Government of India.

C



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE 2nd HALF OF NOVEMBER 1898. (*The figures represent*

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Panicum spicata).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.		Common.		Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
					Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.				
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	...	...	12 —	12 —	12 14	12 14	...	...	...	...
Tavoy . . . . .	...	...	...	...	13 1	13 1	15 5	15 5	...	...	...	...
Moulmein and Amherst . . . . .	7 —	7 —	...	...	10 3	10 3	12 3	12 3	...	...	...	...
<i>Pegu (deltaic)—</i>												
Pegu . . . . .	...	...	...	...	10 2	10 2	14 3	14 3	...	...	...	...
Rangoon . . . . .	9 8	9 10	...	...	11 4	11 4	14 12	14 8	...	...	...	...
Thongwa . . . . .	...	...	...	...	11 7	11 7	11 15	11 15	...	...	...	...
Bassein . . . . .	...	...	...	...	12 6	12 6	13 9	13 9	...	...	...	...
<i>Pegu (inland)—</i>												
Tharawadi . . . . .	...	...	...	...	12 5	12 5	16 7	16 7	...	...	...	...
Henzada . . . . .	...	...	...	...	14 4	14 4	14 4	14 4	...	...	...	...
Prome . . . . .	...	...	...	...	9 15	9 15	13 4	14 12	...	...	...	...
Toungoo . . . . .	...	...	...	...	13 3	14 9	14 14	10 8	...	...	...	...
Thayetmyo . . . . .	13 6	13 6	...	...	11 3	11 10	13 12	13 12	39 3	39 3	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	17 9	18 13	...	...	11 13	10 9	12 13	12 13	...	...	...	...
Bamo . . . . .	...	...	...	...	10 3	10 3	13 0	13 0	...	...	...	...
Pakokku . . . . .	...	...	...	...	12 12	9 2	13 11	14 3	55 8	49 5	...	...
Meiktila . . . . .	...	...	...	...	13 2	10 15	15 5	13 2	28 7	55 14	...	...
<i>Arakan—</i>												
Sandoway . . . . .	...	...	...	...	18 4	16 2	24 11	21 —	...	...	...	...
Kyaukpyu . . . . .	...	...	...	...	12 4	12 13	13 3	13 13	...	...	...	...
Akyab . . . . .	...	...	...	...	14 —	14 —	15 —	15 —	...	...	...	...
<b>Assam—</b>												
<i>Surma—</i>												
Sylhet . . . . .	...	...	...	...	10 8	12 4	13 4	13 4	...	...	...	...
Cachar . . . . .	8 6	8 6	...	...	6 14	6 14	10 11	10 —	...	...	...	...
<i>Hill tracts—</i>												
Khasi and Jaintia Hills . . . . .	5 —	5 —	...	...	5 —	5 —	6 8	6 8	...	...	...	...
Garo Hills . . . . .	9 —	...	...	...	4 —	4 —	15 —	14 —	...	...	...	...
Manipur . . . . .	...	...	...	...	26 —	26 —	32 —	32 —	...	...	...	...
<i>Brahmaputra—</i>												
Goalpara . . . . .	19 —	18 —	...	...	6 —	6 —	14 —	13 —	...	...	...	...
Kamrup . . . . .	9 8	9 8	...	...	9 —	9 —	13 8	13 8	...	...	...	...
Darrang . . . . .	8 —	8 —	...	...	8 —	8 —	12 —	12 —	...	...	...	...
Nowgong . . . . .	...	...	...	...	5 —	5 —	12 —	11 —	...	...	...	...
Sibsagar . . . . .	...	...	...	...	6 8	6 8	13 —	13 —	...	...	...	...
Lakhimpur . . . . .	8 —	8 —	...	...	6 —	6 —	12 4	12 —	...	...	...	...
<b>Bengal—</b>												
<i>Eastern hill tracts—</i>												
Naga Hills . . . . .	...	...	...	...	5 —	5 —	12 8	12 —	...	...	...	...
<i>Eastern—</i>												
Backerganj . . . . .	...	...	...	...	12 —	13 —	13 8	14 8	...	...	...	...
Noakhali . . . . .	...	...	...	...	17 8	19 —	19 8	20 8	...	...	...	...
Chittagong . . . . .	...	...	...	...	11 —	11 —	18 —	18 —	...	...	...	...
Tippera . . . . .	...	...	...	...	12 —	11 —	14 —	13 —	...	...	...	...
Dacca . . . . .	13 —	13 —	26 —	26 —	13 —	13 —	20 —	20 —	...	...	...	...
Maimensingh . . . . .	13 8	13 8	10 —	10 —	12 —	12 —	19 —	19 —	...	...	...	...
<i>Deltaic—</i>												
Khulna . . . . .	...	...	...	...	14 —	14 —	20 —	18 8	...	...	...	...
24 Parganas . . . . .	...	...	...	...	8 —	7 —	13 8	13 —	...	...	...	...
Midnapur . . . . .	12 —	12 —	...	...	11 —	11 —	15 —	14 —	...	...	...	...
Howrah . . . . .	...	...	...	...	9 14	9 8	13 —	12 12	...	...	...	...
Calcutta . . . . .	13 —	13 —	17 12	16 —	8 —	7 9	12 4	11 4	18 3	16 12	14 8	14 8
Hooghly . . . . .	12 —	12 —	...	...	7 8	7 8	13 —	10 8	...	...	...	...
Nadia (Krishnagarh) . . . . .	13 1	13 5	...	...	6 2	6 10	10 —	13 5	...	...	...	...
Jessore . . . . .	11 —	11 —	12 —	12 —	10 8	11 —	18 —	19 —	...	...	...	...
Bandpur . . . . .	19 —	19 —	18 —	18 —	8 —	8 —	20 —	20 —	...	...	...	...

*the number of sers (of 80 tolas) and chittacks sold for one rupee.)*

MARUA OR PAGI ( <i>Eleu- sine cor- cana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, GHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADJAN PRA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	...	...	...	...	...	...	15 —	15 —	Burma—
...	...	...	...	...	...	...	...	...	...	14 10	14 10	Tenasserim—
...	...	...	...	9 5	9 5	...	...	7 —	7 —	14 —	14 —	Mergui.
...	...	...	...	...	...	...	...	...	...	...	...	Tavoy.
...	...	...	...	...	...	...	...	...	...	...	...	Moulmein and Amherst.
...	...	...	...	11 2	11 2	20 8	20 8	9 —	9 —	14 3	14 3	Pegu (deltaic)—
...	...	...	...	14 12	14 8	...	...	10 —	10 —	22 —	22 —	Pegu.
...	...	...	...	...	...	...	...	...	...	15 2	15 2	Rangoon.
...	...	...	...	9 13	9 13	...	...	...	...	15 15	15 15	Thongwa.
...	...	...	...	...	...	...	...	...	...	...	...	Bassein.
...	...	...	...	10 9	10 9	...	...	...	...	14 4	14 4	Pegu (inland)—
...	...	...	...	...	...	...	...	5 11	5 11	14 4	14 4	Tharawadi.
...	...	...	...	11 14	13 3	...	...	7 —	7 —	14 3	14 3	Henzada.
...	...	...	...	13 10	11 6	...	...	...	...	11 6	11 6	Prome.
...	...	...	...	14 3	14 3	56 2	56 2	9 13	10 10	14 8	14 8	Toungoo.
...	...	...	...	...	...	...	...	...	...	...	...	Thayetmyo.
...	...	...	...	10 7	9 11	29 5	29 5	10 9	10 9	15 2	14 6	Upper Burma—
...	...	...	...	10 11	10 11	...	...	6 7	6 7	9 7	9 7	Mandalay.
...	...	...	...	20 —	17 2	...	...	6 —	6 —	14 3	14 3	Bamo.
...	...	...	...	14 3	14 3	56 14	56 14	5 —	5 —	14 4	14 4	Pakokku.
...	...	...	...	...	...	...	...	...	...	...	...	Meiktila.
...	...	...	...	...	...	...	...	...	...	14 —	14 —	Arakan—
...	...	...	...	6 —	6 —	...	...	...	...	24 —	24 —	Sandoway.
...	...	...	...	9 —	9 —	...	...	6 —	6 —	6 —	6 —	Kyaukpyu.
...	...	...	...	...	...	...	...	...	...	...	...	Akyab.
...	...	...	...	10 8	10 8	...	...	...	...	9 12	9 12	Assam—
...	...	...	...	10 10½	10 10½	...	...	...	...	8 —	9 2½	Surma—
...	...	...	...	...	...	...	...	...	...	...	...	Sylhet.
...	...	...	...	...	...	...	...	...	...	...	...	Cachar.
...	...	...	...	6 —	6 —	11 —	11 —	...	...	7 —	7 —	Hill tracts—
...	...	...	...	8 —	8 —	...	...	5 8	5 8	6 8	6 8	Khasi and Jaintia Hills.
...	...	...	...	...	...	...	...	3 —	3 —	3 6	3 6	Garo Hills.
...	...	...	...	...	...	...	...	...	...	...	...	Manipur.
...	...	...	...	12 —	13 —	...	...	...	...	10 —	10 —	Brahmaputra—
...	...	...	...	13 8	13 8	...	...	10 —	10 —	10 —	10 —	Goalpara.
...	...	...	...	10 —	10 —	...	...	...	...	10 —	10 —	Kamrup.
...	...	...	...	9 —	8 8	...	...	6 8	6 8	9 —	9 —	Darrang.
...	...	...	...	10 —	10 —	...	...	...	...	8 8	8 8	Nowgong.
...	...	...	...	10 —	10 —	...	...	...	...	8 —	8 —	Sibsagar.
...	...	...	...	...	...	...	...	...	...	...	...	Lakhimpur.
...	...	...	...	4 —	4 —	...	...	4 8	4 —	4 8	4 —	Bengal—
...	...	...	...	16 —	14 —	...	...	...	...	10 —	10 —	Eastern hill tracts—
...	...	...	...	12 8	12 8	...	...	...	...	9 —	9 —	Naga Hills.
...	...	...	...	13 —	12 —	...	...	...	...	10 8	11 —	Eastern—
...	...	...	...	15 —	15 —	...	...	14 —	14 —	10 —	8 —	Backerganj.
...	...	...	...	8 —	8 —	...	...	10 —	10 —	9 8	9 8	Noakhali.
...	...	...	...	13 —	13 —	...	...	11 —	11 —	10 —	10 —	Chittagong.
...	...	...	...	...	...	...	...	...	...	...	...	Tippera.
...	...	...	...	...	...	...	...	...	...	...	...	Dacca.
...	...	...	...	...	...	...	...	...	...	...	...	Maimensingh.
...	...	...	...	13 —	13 —	...	...	11 —	11 —	10 —	10 —	Deltaic—
...	...	...	...	18 —	16 —	...	...	11 8	11 8	10 6	10 6	Khulna.
...	...	...	...	15 —	15 —	...	...	...	...	11 —	11 —	24 Parganas.
...	...	...	...	15 8	15 8	...	...	11 4	11 4	10 8	10 2½	Midnapur.
...	...	10 —	10 —	16 —	14 8	22 —	20 —	12 4	12 4	10 —	10 —	Howrah.
...	...	...	...	16 —	10 —	...	...	11 —	7 —	10 —	10 —	Calcutta.
...	...	...	...	22 1	20 —	...	...	24 10	20 —	11 7	11 7	Hooghly.
...	...	...	...	16 —	16 —	...	...	18 —	18 —	10 —	10 —	Nadia (Krishnagarh).
...	...	...	...	18 —	18 —	...	...	...	...	10 —	10 —	Jessore.
...	...	...	...	...	...	...	...	...	...	...	...	Faridpur.

\* Not procurable.



## RETAIL PRICES FOR THE 2nd HALF OF NOVEMBER 1898—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMRU (Penicillaria spicata).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.		Common.		Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
					Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.				
Bengal—continued.												
Central—												
Bankura . . . . .	13 12	13 12	...	...	13 12	12 8	21 4	17 8 and 21 4	...	...	...	...
Bardwan . . . . .	14 8	14 8	...	...	11 —	10 —	19 —	18 8	...	...	...	...
Birbhum . . . . .	15 —	13 8	...	...	12 —	12 —	18 —	16 8	...	...	...	...
Murshidabad . . . . .	18 —	15 and 17 12	...	...	13 and 15 —	12 —	17 8	18 —	...	...	...	...
Santhal Parganas . . . . .	13 8	13 8	20 —	22 —	12 4	13 —	23 8	18 —	...	...	...	...
Pabna . . . . .	15 —	15 —	22 8	22 8	6 8	6 —	18 6	18 12	...	...	...	...
Bogra . . . . .	15 —	15 —	...	...	9 13 1/2	10 8	24 —	18 —	...	...	...	...
Rajshahi . . . . .	18 —	16 8	24 —	22 8	15 —	13 8	17 4	17 4	...	...	...	...
Malda . . . . .	18 —	18 —	...	...	10 —	9 —	17 —	16 —	...	...	...	...
Northern—												
Rangpur . . . . .	11 —	11 —	...	...	7 8	7 8	15 —	15 —	...	...	...	...
Dinajpur . . . . .	16 —	12 —	16 —	16 —	11 4	12 —	16 12	17 —	...	...	...	...
Jalpaiguri . . . . .	12 —	12 8	...	...	5 8	5 8	14 —	13 —	...	...	...	...
Hills—												
Darjeeling . . . . .	9 —	8 —	10 —	9 —	5 4	5 8	15 —	14 —	...	...	...	...
Orissa—												
Puri . . . . .	10 —	10 —	...	...	9 3	8 6	17 2	17 2	...	...	...	...
Cuttack . . . . .	11 13	11 13	...	...	10 8	9 3	16 6	15 2	...	...	...	...
Balasore . . . . .	13 —	13 —	10 8	11 —	14 —	13 —	18 —	16 —	...	...	...	...
Chota-Nagpur—												
Singbhum . . . . .	8 —	8 —	...	...	16 —	16 —	20 —	20 —	...	...	...	...
Manbhum . . . . .	13 —	13 —	20 —	...	11 —	11 8	20 —	23 —	...	...	...	...
Lohardaga . . . . .	6 8 to 12	6 4 to 12	16 —	16 —	16 —	9 —	19 —	19 —	...	...	...	...
Palamau . . . . .	18 —	15 12	30 6	30 6	15 12	15 3	20 4	19 13	...	...	...	...
Hazaribagh . . . . .	13 and 14 8	13 —	22 —	22 8	8 —	8 —	17 8	17 —	...	...	...	...
Bihar, south—												
Monghyr . . . . .	18 —	16 —	22 —	18 —	10 8	10 —	14 —	14 —	...	...	...	...
Gaya . . . . .	16 8	16 —	27 —	25 —	11 —	9 4	19 8	16 —	26 —	16 —	...	...
Patna . . . . .	20 —	16 8	31 —	27 —	15 —	13 —	21 —	18 —	...	...	...	...
Shahabad . . . . .	18 and 19	15 8 and 16	...	24 —	9 and 10	8 and 9	14 and 16	13 8 and 17	...	...	...	...
Bihar, north—												
Purnea . . . . .	19 —	12 —	...	...	12 —	12 —	20 —	20 —	...	...	...	...
Bhagalpur . . . . .	16 8	16 8	28 —	25 4	12 —	12 10	19 —	17 12	...	...	...	...
Darbhanga . . . . .	16 —	13 —	19 —	18 8	11 —	10 8	12 —	13 —	...	...	...	...
Muzaffarpur . . . . .	16 —	10 —	25 —	25 —	7 —	7 —	13 —	13 —	...	...	...	...
Saran . . . . .	17 —	16 —	25 8	23 —	9 —	8 —	16 8	16 —	...	...	...	...
Champaran . . . . .	14 8	10 —	21 —	21 —	6 8	6 8	15 8	15 —	...	...	...	...
N.-W. Provinces—												
Eastern—												
Mirzapur . . . . .	14 10	14 4	23 —	20 8	5 8	11 —	15 —	13 —	22 —	20 —	21 —	19 8
Benares . . . . .	15 9 1/2	15 9 1/2	25 6	24 2	7 15 1/2	7 15	13 6 1/2	13 —	...	...	21 8	20 9
Ghazipur . . . . .	10 —	10 —	24 8	23 —	7 8	7 8	14 4	12 4	24 —	22 8	15 8	15 8
Jaunpur . . . . .	10 12	10 8	20 —	20 —	0 —	0 —	15 8	14 8	...	...	...	...
Allahabad . . . . .	15 —	14 —	23 8	21 8	9 8	9 —	14 —	14 —	26 —	23 —	22 8	20 —
Central—												
Banda . . . . .	15 8	14 8	26 —	20 —	5 8	5 8	14 —	14 —	28 —	25 —	25 —	24 —
Fatehpur . . . . .	10 8	10 —	24 —	23 8	8 —	7 —	10 8	10 —	32 —	28 —	26 —	24 —
Hamirpur . . . . .	15 8	15 —	22 —	22 —	7 —	7 —	12 —	11 8	30 —	26 —	26 —	24 —
Jalaun . . . . .	15 4	15 4	24 —	23 —	6 —	6 —	13 —	13 —	30 —	28 —	25 —	25 —
Cawnpore . . . . .	17 4	17 —	28 —	27 —	...	...	13 12	13 —	30 —	...	26 —	20 —
Jhansi . . . . .	15 8	15 —	26 12	20 12	9 —	9 —	12 4	12 8	24 —	27 8	22 —	22 —
Etawah . . . . .	17 12	17 12	28 —	25 8	5 —	5 —	15 8	15 —	30 8	22 8	25 12	22 8
Farukhabad . . . . .	19 1	18 12	32 11	31 6	4 12	4 12	12 12	12 4	30 —	...	28 10	26 9
Mainpuri . . . . .	19 6	18 12	31 —	28 8	...	4 8	12 —	11 —	30 —	23 8	31 —	31 —
Mathura . . . . .	20 —	19 0	30 4	34 8	...	...	16 11	16 3	34 8	33 12	28 8	27 8
Western—												
Meerut . . . . .	17 —	17 —	23 —	23 —	4 —	4 —	12 —	12 —	23 —	23 —	20 —	20 —
Agra . . . . .	18 —	16 4	28 8	28 —	8 —	4 —	10 —	12 —	28 8	25 —	25 —	24 —
Muttra . . . . .	17 8	17 —	29 12	28 4	0 —	0 —	12 4	12 4	32 8	30 —	25 8	24 —
Aunghar . . . . .	18 —	17 8	29 —	29 —	...	4 8	12 —	8 8	29 —	29 —	26 —	24 —
Butaneshahr . . . . .	18 8	18 8	30 —	31 8	5 —	5 —	12 —	12 —	31 —	30 —	25 —	24 —
Submontane, east—												
Balua . . . . .	15 —	15 8	23 12	21 —	6 12	6 12	11 4	11 4	...	...	20 —	20 —
Azamgarh . . . . .	10 —	10 —	24 12	24 5	4 7	4 7	15 8	15 7	...	...	...	...
Gorakhpur . . . . .	20 11	18 14	28 13	28 13	12 2	11 11	18 —	18 —	27 —	25 3	27 —	23 0
Basti . . . . .	19 6	18 4	...	...	10 4	13 —	17 12	17 8	...	...	...	...

represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MARUA OR BAGI ( <i>Eleusine cor- cana</i> ).		KANONI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADIAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
Bengal—continued.												
Central—												
...	...	...	...	14 —	14 —	...	...	12 —	12 —	10 —	10 —	Bankura.
...	...	...	...	16 8	16 8	...	...	15 —	15 —	11 8	11 8	Bardwan.
...	...	...	...	16 —	16 8	...	...	18 —	20 —	10 8	10 8	Birbhum.
...	...	...	...	22 14	22 13	...	...	26 10	26 10	10 12	10 8	Murshidabad.
...	...	...	...	17 —	16 8	39 —	39 —	23 8	24 —	9 4	9 4	Santhal Parganas.
...	...	...	...	16 8	16 8	...	...	22 —	22 —	9 12	9 12	Pabna.
...	...	...	...	15 5	15 —	...	...	...	...	9 12	9 12	Bogra.
...	...	...	...	24 —	22 8	...	...	23 12	24 —	9 12	10 3	Rajshahi.
...	...	...	...	22 —	20 —	...	...	...	...	9 —	9 —	Malda.
...	...	...	...	...	...	...	...	...	...	10 —	10 —	
...	...	...	...	15 —	15 —	18 —	18 —	9 —	9 —	9 —	9 —	Northern—
...	...	...	...	19 —	12 —	...	...	...	...	10 8	10 —	Rangpur.
...	...	...	...	15 —	15 —	...	...	12 —	12 —	10 —	10 —	Dinajpur.
...	...	...	...	...	...	...	...	...	...	...	...	Jalpaiguri.
14 —	14 —	...	...	11 —	11 —	26 —	26 —	8 —	8 —	8 —	8 —	Hills—
...	...	...	...	...	...	...	...	...	...	...	...	Darjeeling.
...	...	...	...	13 10	13 10	...	...	15 7	14 7	13 4	13 8	Orissa—
...	...	...	...	17 18	16 7	...	...	19 11	19 11	10 12	10 12	Puri.
...	...	...	...	13 —	13 —	...	...	10 8	10 —	11 8	11 8	Cuttack.
...	...	...	...	...	...	...	...	...	...	...	...	Balasore.
...	...	...	...	9 —	9 —	...	...	16 —	16 —	7 —	7 —	Chota-Nagpur—
...	...	...	...	17 —	16 —	...	...	20 —	18 —	10 —	10 —	Singbhum.
...	...	...	...	...	...	...	...	...	...	...	...	Mánbhum.
34 —	35 —	...	...	16 —	16 —	24 —	25 —	15 —	15 —	9 —	9 —	Lohardaga.
33 12	34 —	...	...	27 —	27 —	33 12	31 8	27 —	27 —	9 4	9 —	Palámau.
27 —	27 —	...	...	18 —	17 —	26 —	24 —	18 —	17 —	8 —	9 —	Hazáribágh.
...	...	...	...	22 —	21 —	35 —	32 —	21 —	21 —	10 —	10 —	Bihár, south—
30 —	25 —	14 8	14 —	25 —	23 —	26 —	25 —	21 —	20 —	10 —	10 —	Monghyr.
32 —	30 —	24 —	24 —	25 8	22 —	36 —	31 —	25 8	24 —	11 —	11 —	Gaya.
...	...	...	...	24 —	21 —	31 —	...	20 —	...	...	...	Patna.
...	...	...	...	25 —	22 —	32 —	22 —	21 —	...	10 8	10 —	Shahabad.
...	...	...	...	...	...	...	...	...	...	10 8	10 8	Bihár, north—
...	...	...	...	...	...	...	...	...	...	...	...	Purnea.
...	...	...	...	21 8	21 8	38 —	35 8	16 10	20 4	10 —	10 —	Bhágápur.
28 —	24 —	...	...	19 —	16 —	27 8	25 —	18 —	18 —	10 —	10 —	Darbhanga.
25 —	25 —	...	...	19 —	19 —	25 —	25 —	22 —	22 —	11 —	11 —	Muzaffarpur.
24 —	22 —	16 —	16 —	23 —	20 —	26 —	23 —	22 —	22 —	10 8	10 8	Sáran.
...	...	...	...	21 —	19 —	24 —	24 —	20 —	19 —	10 4	10 —	Champáran.
N.-W. Provinces—												
Eastern—												
...	...	16 —	10 —	18 —	18 8	22 —	20 —	16 —	17 —	10 —	10 —	Mirzapur.
...	...	15 7	14 15	22 1	22 4	27 15	27 2	15 —	14 11	10 11	10 11	Bonares.
...	...	16 —	16 —	22 8	21 4	26 —	24 —	10 8	10 4	9 8	9 8	Ghazipur.
...	...	...	...	21 —	20 —	26 —	26 —	13 —	18 —	11 4	11 4	Jaunpur.
...	...	19 8	17 8	19 4	19 —	22 8	22 8	22 —	20 8	10 8	10 8	Allahabad.
Central—												
...	...	20 —	20 —	23 —	21 8	...	...	16 8	15 —	11 —	11 —	Bánda.
...	...	...	...	21 8	19 8	...	...	16 —	15 8	10 12	10 12	Fatehpur.
...	...	...	...	25 —	24 —	27 —	24 —	10 —	10 —	10 4	10 4	Hamirpur.
14 —	14 —	21 —	20 —	25 —	25 —	...	...	16 —	16 —	10 8	10 12	Jalaun.
28 —	27 —	25 —	25 —	22 8	21 8	34 —	32 —	17 8	17 —	11 12	11 12	Cawnpore.
...	...	...	...	24 —	21 12	32 —	33 —	17 —	17 4	11 —	11 —	Jhánsi.
30 —	25 —	20 —	18 —	24 4	22 8	30 8	26 8	19 —	17 —	11 8	11 —	Etawah.
...	...	...	...	25 14	24 8	36 12	32 11	20 —	17 11	11 5	11 9	Farukhabad.
...	...	...	...	27 8	21 8	33 8	31 —	18 8	17 8	11 —	11 —	Mainpuri.
...	...	...	...	23 4	21 4	42 8	37 8	17 8	10 8	11 8	11 8	Etah.
Western—												
...	...	...	...	19 8	19 —	24 —	23 —	15 8	21 8	11 8	11 8	Meerut.
...	...	39 —	35 —	21 —	22 —	29 —	30 —	15 —	17 —	12 4	12 —	Agra.
...	...	19 —	16 —	23 4	23 4	29 12	31 —	17 4	20 4	12 —	12 —	Muttra.
...	...	...	...	15 —	23 —	22 —	35 —	18 —	15 8	11 8	11 8	Aligarh.
...	...	26 —	20 —	21 —	21 8	31 8	29 —	10 —	15 —	11 8	11 —	Bulandshahr.
Submontane, east—												
24 —	24 —	18 —	20 —	21 4	22 —	23 —	23 —	15 8	15 8	10 —	10 —	Ballia.
...	...	...	...	19 4	18 6	24 8	23 4	15 8	15 8	9 8	9 8	Azamgarh.
25 3	25 3	19 13	19 13	19 6	18 7	23 13	30 10	18 —	18 —	10 6	10 6	Gorakhpur.
...	...	...	...	18 8	18 4	23 —	22 8	17 8	17 8	11 4	10 12	Basti.

\* Kulai.

† Unhusked.



## RETAIL PRICES FOR THE 2nd HALF OF NOVEMBER 1898—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Panicum spicata).	
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Best sort.		Common.		Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
					Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.				
N.-W. Provinces—contd.												
Submontane, west—												
Shahjahanpur . . . . .	20 —	18 8	33 —	32 —	5 4	5 4	15 8	15 —	...	...	28 —	26 —
Budaun . . . . .	19 —	19 —	34 —	34 —	7 8	8 8	15 —	15 —	28 —	30 —	26 —	25 8
Pilibit . . . . .	18 8	18 —	31 4	31 4	5 —	5 4	14 —	14 8	...	...	21 4	24 —
Bareilly . . . . .	17 8	16 14	26 4	27 8	3 12	5 —	12 8	10 10	28 12	27 8	26 4	23 12
Moradabad . . . . .	18 4	17 10	29 —	28 8	5 —	5 —	13 —	13 7	32 8	...	27 —	23 —
Bijnor . . . . .	17 7	17 2	27 —	27 —	4 8	4 8	12 15	12 15	...	...	21 10	21 6
Muzaffarnagar . . . . .	18 11	18 2	28 9½	28 10	...	5 —	12 10	12 10	24 4	24 4	22 —	23 10
Saharanpur . . . . .	17 11	17 11	29 8	29 8	4 13	4 13	11 13	11 13	23 10	23 10	25 13	23 10
Dehra-Dun . . . . .	10 4	16 4	26 12	26 12	6 4	6 4	12 12	12 12	22 —	22 —	21 —	21 —
Hills—												
Naini Tal . . . . .	14 8	14 8	21 —	21 —	4 —	4 —	11 —	11 —	...	...	...	...
Almora . . . . .	13 4	12 8	16 —	16 —	5 4	4 4	11 —	11 —	...	...	...	...
Garhwal . . . . .	10 —	10 —	12 —	12 —	6 —	6 —	10 —	10 —	...	...	...	...
Oudh—												
Southern—												
Partabgarh . . . . .	18 —	17 8	28 —	27 —	...	7 —	16 —	15 8	28 —	28 —	27 —	25 —
Sultanpur . . . . .	19 —	19 —	28 8	26 —	8 —	6 —	19 —	18 —	26 —	25 —	21 —	21 —
Rae-Bareilly . . . . .	20 —	18 8	26 —	25 —	5 —	5 —	18 —	17 —	30 8	30 —	27 8	26 —
Unao . . . . .	17 8	17 —	25 —	25 —	6 8	6 8	16 —	16 —	28 —	20 —	26 —	26 —
Lucknow . . . . .	18 8	18 —	32 8	29 8	5 8	5 8	15 —	14 8	29 —	28 —	26 8	29 —
Hardoi . . . . .	19 —	19 —	35 —	26 —	...	7 —	20 —	20 —	35 —	...	30 —	31 —
Northern—												
Fyzabad . . . . .	19 —	18 8	29 —	26 —	12 —	11 —	17 8	17 —	28 —	27 —	23 —	21 —
Barabanki . . . . .	18 12	18 4	24 —	24 —	6 —	6 —	15 —	15 —	25 —	25 —	25 —	25 —
Gonda . . . . .	19 12	18 10	32 8	30 8	...	...	17 8	16 4	32 8	30 8	25 —	23 —
Bahraich . . . . .	21 —	18 —	40 —	40 —	7 —	6 —	19 —	13 —	40 —	...	24 —	...
Sitapur . . . . .	19 4	20 —	33 —	35 —	5 —	5 —	15 8	16 —	32 —	...	29 —	32 —
Kheri . . . . .	19 —	18 —	40 —	39 —	5 —	...	16 —	16 —	40 5	...	...	...
Rajputana—												
Eastern—												
Partabgarh . . . . .	20 5	20 5	31 4	31 4	7 13	7 13	10 15	10 15	32 13	32 13	...	...
Banswara . . . . .	13 12	13 7	15 —	15 —	6 4	6 4	15 —	15 —	...	...	...	...
Meywar (Udaipur) . . . . .	14 7	14 7	21 7	21 7	8 3	8 3	8 9	8 9	20 3	23 13	12 1	13 4
Hilly Tracts of Meywar (Dungarpur) . . . . .	16 —	16 8	21 —	19 —	6 8	6 4	8 8	8 8	...	...	...	...
Sirohi . . . . .	12 —	12 —	20 —	20 —	5 —	5 —	6 —	6 —	13 —	13 —	13 —	13 —
Eripura . . . . .	13 10	13 10	20 14	20 14	6 4	6 4	7 4	7 4	...	20 2	20 2	17 9
Ajmere . . . . .	14 2½	14 2½	20 —	19 13½	6 5½	6 5½	9 2½	9 2½	22 —	22 —	18 —	18 —
Abu . . . . .	11 14½	12 1½	18 —	18 —	5 12	5 12	6 7	6 8	16 8	17 8	14 8	14 —
Kishengarh . . . . .	13 12	13 4	19 12	20 —	5 8	5 12	7 —	7 —	21 8	21 12	17 4	17 8
Bundi . . . . .	18 2	17 —	31 2	30 12	6 8	6 8	9 —	7 8	40 —	40 —	21 —	18 —
Kotah . . . . .	19 8	19 4	29 12	27 12	6 4	6 4	10 10	10 10	39 8	39 8	19 12	19 4
Jhalawar . . . . .	10 10½	16 9½	32 5½	36 14½	7 13½	7 13½	11 7½	11 7	32 15	32 5	23 5	20 —
Tonk . . . . .	13 9	13 4	22 13	22 —	4 —	4 —	7 —	7 —	26 7	26 4	21 2	20 12
Jaipur . . . . .	13 4	13 8	21 8	21 4	4 4	4 4	6 8	6 8	22 —	23 —	19 4	19 8
Kerauli . . . . .	16 9	16 9	30 10	26 4	10 —	10 —	11 4	11 4	33 2	26 4	24 6	24 1
Dholpur . . . . .	16 3½	16 9½	27 —	27 —	8 12½	8 13½	9 9	9 7½	30 10½	28 3½	27 4½	26 13½
Bharatpur . . . . .	17 3	16 11	30 —	28 6	5 —	5 —	8 —	8 —	32 8	29 4	20 0	24 14
Alwar . . . . .	15 13½	15 8½	23 9½	22 13	5 12	5 12	9 2	8 14	24 15½	23 8	22 2½	20 0½
Deoli Cantonment . . . . .	16 3	16 5	23 1	23 2	4 —	4 —	6 —	6 —	27 12	26 10	22 3	21 9
Nasirabad Cantonment . . . . .	14 12	14 8	...	...	7 —	6 8	10 —	9 —	23 8	23 —	18 8	17 —
Balmer . . . . .	11 6	11 12	...	...	5 8	5 8	7 8	7 8	...	...	14 10	14 10
Anand . . . . .	12 8½	12 12½	...	...	6 —	6 —	7 —	7 —	...	...	...	...
Shahpura . . . . .	14 —	14 4	...	...	...	...	...	...	...	...	...	...
Western—												
Jodhpur . . . . .	12 3	12 8	17 13	17 13	6 4	6 4	7 8	7 8	17 13	17 8	15 10	15 —
Jaisalmer . . . . .	12 13	12 13	...	...	6 —	6 —	10 6	10 —	16 —	14 —	16 4	16 4
Bikaner . . . . .	10 9	11 —	...	...	3 12	3 12	5 4	5 8	...	...	13 3	13 —
Central India—												
Indore . . . . .	13 12	13 —	20 8	20 —	8 —	8 —	9 —	9 —	29 —	31 —	20 4	22 4
Nimach Cantonment . . . . .	15 —	15 —	...	...	7 —	7 —	8 —	8 —	26 —	26 —	19 —	18 8
Gwalior . . . . .	12 3½	11 2½	26 9	22 9½	6 4	6 —	6 14½	6 6	24 7	19 10½	20 11½	18 5½
Panjab—												
Southern—												
Hissar . . . . .	18 —	17 —	26 —	25 —	...	...	10 —	10 —	22 —	22 —	19 —	18 —
Ferozpur . . . . .	17 —	18 —	31 —	30 —	...	...	10 —	10 —	25 —	25 —	19 —	19 —
Central—												
Lahore . . . . .	18 —	18 —	35 —	34 —	...	...	12 —	12 —	25 —	25 —	19 —	19 —
Gujranwala . . . . .	20 —	20 —	40 —	35 —	...	...	14 —	13 —	32 —	32 —	24 —	24 —
Gujrat . . . . .	19 —	19 —	28 —	28 —	...	...	9 —	12 —	23 —	23 —	22 —	22 —
Jhelam . . . . .	19 —	19 —	32 —	32 —	...	...	12 —	12 —	24 —	24 —	24 —	24 —

represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MARUA OR RAGI ( <i>Eriosema corymbosum</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arisctinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADIAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
...	...	32 —	...	24 —	22 —	30 —	...	17 —	16 4	11 —	11 —	N.-W. Provinces—contd.
...	...	21 —	28 —	25 —	25 8	33 —	33 1	17 8	17 8	10 12	10 12	Submontane, west—
...	...	...	...	21 —	21 —	31 —	31 8	17 —	16 8	11 —	11 —	Shahjahanpur.
...	...	22 8	22 8	20 —	19 6	33 12	31 4	13 12	13 2	10 —	10 —	Budaun.
...	...	20 —	20 —	18 12	18 9	34 —	30 —	15 —	15 —	11 —	11 —	Pilibit.
...	...	...	...	19 2	18 9	...	...	13 8	13 8	11 —	11 —	Bareilly.
...	...	...	...	20 7	19 13	25 5½	25 6	14 5	11 —	11 4	11 4	Moradabad.
23 10	23 10	26 14	26 14	20 7	19 13	31 3	27 11	15 1	15 1	11 4	11 4	Bijnor.
27 —	27 —	...	...	18 8	18 8	26 —	26 —	12 —	12 —	10 8	10 8	Muzaffarnagar.
...	...	...	...	14 —	14 —	...	...	10 —	10 —	8 —	8 —	Saharanpur.
17 —	17 —	...	...	14 8	13 —	...	...	11 —	11 3	8 8	8 8	Dehra-Dun.
...	...	...	...	8 —	8 —	...	...	7 —	7 —	6 —	6 —	Hills—
...	...	...	...	...	...	...	...	...	...	...	...	Naini Tal.
...	...	...	...	...	...	...	...	...	...	...	...	Almora.
...	...	...	...	...	...	...	...	...	...	...	...	Garhwāl.
...	...	...	...	...	...	...	...	...	...	...	...	Oudh—
...	...	...	...	...	...	...	...	...	...	...	...	Southern—
32 —	32 —	...	...	21 —	20 12	...	...	16 —	16 —	10 12	11 —	Partabgarh.
30 —	30 —	...	...	24 —	23 —	23 —	23 —	13 —	13 —	10 8	10 8	Sultanpur.
...	...	28 —	25 —	18 —	19 —	27 —	22 —	16 —	16 —	11 —	11 —	Rae-Bareilly.
...	...	24 —	24 —	19 8	18 8	33 —	32 —	17 —	16 —	11 —	11 —	Unao.
...	...	26 8	27 —	20 —	20 —	30 —	28 —	18 —	18 —	11 4	11 4	Lucknow.
...	...	...	...	28 —	26 —	32 —	...	12 —	13 —	10 8	10 8	Hardoi.
...	...	...	...	24 8	23 8	27 —	26 8	18 12	18 —	11 —	11 —	Northern—
...	...	...	...	21 —	20 8	30 —	30 —	18 —	18 —	11 —	11 —	Fyzabad.
...	...	14 —	14 —	24 12	22 12	32 8	30 8	17 4	17 4	10 8	10 8	Barabanki.
49 —	49 —	18 —	13 —	26 —	24 —	34 —	41 —	19 —	18 —	10 —	10 —	Gonda.
42 —	42 —	20 —	20 —	24 —	24 —	30 —	31 —	16 8	18 —	11 —	11 —	Bahraich.
...	...	...	...	23 —	28 —	40 —	30 —	16 —	17 —	11 —	11 —	Sitapur.
...	...	...	...	...	...	...	...	...	...	...	...	Kheri.
...	...	...	...	...	...	...	...	...	...	...	...	Rajputana—
...	...	...	...	...	...	...	...	...	...	...	...	Eastern—
...	...	...	...	23 7	23 7	37 8	37 8	12 8	12 8	20 9	20 9	Partabgarh.
...	...	...	...	20 —	20 —	33 12	33 12	...	...	8 2	7 8	Banswara.
...	...	12 8	13 4	14 7	14 7	24 3	23 7	10 8	10 8	10 2	10 5	Meywar (Udaipur).
...	...	16 8	16 —	19 —	18 —	30 —	32 8	...	...	10 —	10 —	Hilly Tracts of Meywar (Dungarpur).
...	...	...	...	16 —	18 —	18 —	18 —	...	...	11 8	12 —	Sirohi.
...	...	...	...	19 5	19 5	...	...	...	...	12 4	12 4	Erinpura.
...	...	7 8	7 8	17 8	17 8	22 —	21 13½	...	...	12 8	12 8	Ajmere.
...	...	...	...	17 —	17 —	20 —	19 —	8 12 & 9 12	8 12 & 9 12	11 —	11 —	Abu.
...	...	...	...	19 4	18 8	19 —	19 —	...	...	12 12	12 12	Kishangarh.
...	...	...	...	20 12	19 —	30 12	30 8	...	...	10 12	10 8	Bundi.
...	...	...	...	22 12	22 —	39 8	39 8	8 14	8 14	10 6	10 6	Kotah.
...	...	29 8	29 8	20 3½	19 10	46 7½	45 2	10 13	10 13	9 9	9 11	Jhalawar.
...	...	...	...	18 10	18 —	22 9	22 12	...	...	10 2	10 —	Tonk.
...	...	21 —	21 —	17 4 & 20 8	17 12 & 21 —	23 —	23 —	19 —	19 —	12 —	12 —	Jaipur.
...	...	24 1	24 1	24 6	24 6	...	...	25 —	25 —	10 15	10 15	Kerauli.
...	...	22 8	22 8	23 15½	23 14½	...	...	16 14	18 —	11 8½	11 13	Dholpur.
...	...	22 8	22 8	23 5	23 12	25 —	22 8	12 15	12 11	11 12	11 12	Bharatpur.
...	...	14 —	14 —	22 4½	20 14½	23 11	22 14½	23 —	23 —	12 10	12 10	Alwar.
...	...	...	...	19 —	19 —	...	...	...	...	11 8	11 8	Deoli Cantonment.
...	...	...	...	18 8	18 —	...	...	13 —	12 —	13 —	13 —	Nasirabad Cantonment.
...	...	...	...	9 —	9 —	...	...	...	...	13 5	13 5	Bikaner.
...	...	...	...	16 8	17 —	19 12	20 —	8 —	8 —	12 —	12 —	Anadra.
...	...	...	...	16 8	15 —	18 10	21 —	...	...	11 2	10 12	Shahpura.
...	...	...	...	14 10	14 11	18 12	18 12	9 6	8 12	12 13	12 13	Western—
...	...	...	...	12 —	12 —	...	...	...	...	21 —	21 —	Jodhpur.
...	...	...	...	16 8	16 8	...	...	9 —	9 4	12 —	12 —	Jaisalmer.
...	...	...	...	...	...	...	...	...	...	...	...	Bikaner.
...	...	...	...	...	...	...	...	...	...	...	...	Central India—
...	...	...	...	17 8	16 4	34 —	33 8	24 —	12 4	11 —	11 —	Indore.
...	...	...	...	17 8	18 8	...	...	11 —	11 —	12 —	12 —	Nimach Cantonment.
...	...	3 3	3 3	19 14½	18 1	25 8	24 2½	17 8½	10 10½	9 7	9 2½	Gwalior.
...	...	...	...	...	...	...	...	...	...	...	...	Panjab—
†	†	†	†	23 —	24 —	†	†	†	†	11 —	11 —	Southern—
†	†	16 —	16 —	24 —	25 —	28 —	26 —	11 —	11 —	12 8	12 8	Hissar.
...	...	...	...	...	...	...	...	...	...	...	...	Ferozpur.
†	†	22 —	24 —	22 —	23 —	27 —	28 —	15 —	12 —	12 14	12 14	Central—
†	†	24 —	24 —	23 —	23 —	25 —	24 —	...	...	13 8	13 8	Lanore.
†	†	10 —	10 —	20 —	20 —	23 —	23 —	†	†	14 —	14 —	Gujranwala.
...	...	...	...	21 —	21 —	23 —	23 —	10 —	†	14 —	14 —	Gujrat.
...	...	...	...	...	...	...	...	...	...	...	...	Jhelum.

\* Not sold.

† Not produced.

‡ Not procurable.

§ Unhusked.

|| Husked.



## RETAIL PRICES FOR THE 2nd HALF OF NOVEMBER 1898—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetia spicata).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.		Common.		Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
					Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.				
Panjab—continued.												
South-eastern—												
Gurgaon . . . . .	16 —	16 —	25 —	24 —	...	...	9 —	9 —	24 —	23 —	22 —	21 —
Delhi . . . . .	17 —	17 —	25 —	25 —	...	...	12 —	11 —	25 —	23 —	22 —	21 —
Rohtak . . . . .	17 —	16 —	24 —	24 —	...	...	13 —	13 —	24 —	22 —	21 —	20 —
Karnal . . . . .	18 —	17 —	31 —	28 —	...	...	8 —	12 —	27 —	26 —	20 —	20 —
Submontane—												
Ambala . . . . .	20 —	20 —	25 —	25 —	...	...	12 —	10 —	26 —	29 —	21 —	21 —
Ludhiana . . . . .	22 —	21 —	34 —	34 —	...	...	11 —	10 —	29 —	30 —	23 —	22 —
Jalandhar . . . . .	21 —	21 —	30 —	30 —	...	...	10 —	8 —	20 —	26 —	21 —	21 —
Hoshiarpur . . . . .	20 —	20 —	28 —	28 —	...	...	12 —	12 —	23 —	26 —	16 —	17 —
Gurdaspur . . . . .	21 —	20 —	40 —	40 —	...	...	13 —	12 —	28 —	28 —	11 —	11 —
Amritsar . . . . .	19 —	19 —	31 —	31 —	...	...	11 —	11 —	25 —	27 —	18 —	22 —
Sialkot . . . . .	19 —	18 —	34 —	33 —	...	...	14 —	14 —	31 —	31 —	22 —	24 —
Hills—												
Simla . . . . .	16 —	15 —	21 —	21 —	...	...	10 —	10 —	24 —	20 —	17 —	17 —
Kangra . . . . .	20 —	20 —	28 —	28 —	...	...	15 —	15 —	†	†	†	†
Northern—												
Rawalpindi . . . . .	17 —	17 —	30 —	29 —	...	...	9 —	9 —	31 —	31 —	22 —	22 —
Hazara . . . . .	18 —	18 —	29 —	29 —	...	...	10 —	10 —	†	†	18 —	18 —
Peshawar . . . . .	16 —	15 —	31 —	29 —	...	...	10 —	9 —	35 —	35 —	19 —	19 —
Kohat . . . . .	16 —	16 —	24 —	26 —	...	...	12 —	12 —	†	†	20 —	21 —
Bannu . . . . .	20 —	20 —	36 —	36 —	...	...	14 —	14 —	41 —	41 —	28 —	25 —
Western—												
Shahpur . . . . .	20 —	20 —	30 —	30 —	...	...	8 —	8 —	22 —	22 —	22 —	22 —
Jhang . . . . .	19 —	19 —	26 —	25 —	...	...	12 —	8 —	31 —	28 —	26 —	25 —
Multan . . . . .	16 —	16 —	24 —	23 —	...	...	16 —	16 —	25 —	24 —	24 —	20 —
Montgomery . . . . .	19 —	19 —	†	†	...	...	10 —	10 —	†	†	†	†
Dera Ismael Khan . . . . .	18 —	19 —	24 —	25 —	...	...	8 —	8 —	25 —	23 —	24 —	†
Muzaffargarh . . . . .	18 —	18 —	23 —	24 —	...	...	15 —	15 —	20 —	20 —	22 —	22 —
Dera Ghazi Khan . . . . .	16 —	15 —	22 —	21 —	...	...	14 —	14 —	22 —	21 —	21 —	21 —
Sind and Baluchistan—												
Karachi . . . . .	13 —	14 —	...	...	8 —	8 —	9 —	9 —	19 —	25 —	16 —	23 —
Hyderabad . . . . .	13 —	13 —	...	...	7 —	7 4	10 —	10 —	20 —	20 —	20 —	20 —
Thar and Parkar (Umankot) . . . . .	13 —	13 —	...	...	19 —	19 —	20 —	20 —	...	...	18 —	18 —
Shikarpur . . . . .	15 —	15 —	...	...	8 —	8 —	9 —	9 —	26 —	28 —	22 —	23 —
Upper Sind Frontier . . . . .	13 —	13 —	...	...	8 —	8 —	9 —	9 —	32 —	32 —	27 —	27 —
Quetta . . . . .	13 8 to 14 8	13 8 to 14 8	17 —	17 —	4 —	4 —	7 —	7 —	20 —	20 —	15 8	15 —
Bombay—												
Konkan—												
Karwar . . . . .	8 5	8 5	...	...	7 10	7 10	10 10	10 10	13 5	13 5	12 3	12 3
Ratnagiri . . . . .	8 2	7 7	...	...	10 14	10 14	11 6	11 6	13 —	13 —	13 4	13 4
Alibag . . . . .	9 4	8 5	...	...	10 13	9 14	12 10	10 13	...	...	11 3	10 15
Bombay . . . . .	8 7	8 7	...	...	6 6	6 6	10 6	10 6	14 11	14 11	14 9	13 4
Tanna . . . . .	10 15	10 15	...	...	11 2	11 2	12 —	12 —	*	*	15 5	15 5
Deccan—												
Dharwar . . . . .	11 —	11 —	...	...	11 7	11 7	12 7	12 7	22 10	17 —	18 10	18 10
Belgaum . . . . .	10 11	10 2	...	...	11 13	11 5	12 1	11 9	19 11	18 3	18 8	17 9
Satara . . . . .	12 5	13 1	...	...	8 14	8 14	10 2	10 2	16 15	15 9	16 10	15 4
Sholapur . . . . .	13 8	13 8	...	...	12 7	11 8	13 10	12 11	24 5	20 2	24 9	21 —
Bijapur . . . . .	13 5	13 5	...	...	7 6	7 6	11 6	10 7	28 13	25 3	28 3	22 15
Poona . . . . .	10 7	10 7	...	...	8 8	8 8	9 10	9 10	18 13	16 7	17 4	14 15
Khandesh—												
Ahmadnagar . . . . .	12 5	11 9	...	...	8 1	8 1	11 5	11 5	19 4	19 4	17 4	17 8
Nasik . . . . .	11 8	11 8	...	...	8 2	8 2	9 8	9 8	*	*	16 15	16 4
Dhulia . . . . .	12 4	12 4	...	...	7 7	7 7	9 7	9 7	27 10	27 10	22 1	22 1
Gujarat—												
Surat . . . . .	10 10	10 10	...	...	7 6	7 6	8 5	8 5	23 2	21 4	18 9	17 9
Broach . . . . .	11 8	11 —	...	...	8 —	8 —	10 —	10 —	20 —	20 —	18 —	18 —
Kaira . . . . .	13 —	12 8	...	...	8 —	8 —	11 —	10 —	20 —	16 —	19 —	19 —
Baroda Cantonment . . . . .	10 —	9 8	...	...	6 8	6 4	8 8	8 —	10 —	10 —	16 —	15 —
Ahmadabad . . . . .	12 —	12 —	...	...	6 8	6 8	12 8	13 —	21 8	21 8	18 —	19 —
Godhra . . . . .	10 —	10 —	...	...	8 —	8 —	10 8	10 8	...	...	17 —	17 —
Disa Cantonment . . . . .	13 —	12 8	...	...	6 8	6 8	9 —	9 —	21 —	22 —	17 8	17 —
Kathiawar—												
Rajkot . . . . .	15 4	15 —	...	...	6 10	6 10	10 —	10 —	21 3	19 1	16 3	17 1
Central Provinces—												
Western—												
Nimar . . . . .	12 —	12 —	...	...	6 5	6 5	12 8	12 7	29 12	33 13	...	...
Khandwa . . . . .	11 —	11 —	...	...	8 8	8 4	12 —	12 —	30 —	30 —	21 —	20 —
Hoshangabad . . . . .	12 8	13 11	...	...	9 —	9 —	12 11	12 11	24 —	24 12	...	...
Betul . . . . .	14 6	14 6	...	...	12 —	12 —	14 6	14 6	21 10	24 —	...	...
Chhindwara . . . . .	10 —	16 —	...	...	8 —	8 —	11 —	11 —	24 —	24 —	...	...
Nagpur . . . . .	13 12	13 12	...	...	12 8	12 8	14 6	14 6	21 14	21 14	...	...
Wardha . . . . .	13 5	13 5	...	...	6 11	6 11	11 7	11 7	22 13	22 13	...	...

\* Not sold.

† Not produced.

‡ Not procurable.

represent the number of aers (of 80 tolas) and chittroks sold for one rupee.)

MARUA OR RAOI (Eleusine coracana).		KANGNI OR KAKUN, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (Cicer ariselinum).		MAIZE (Zea Mays).		ARHAR, OR THUR, CADJAN PEA (Cajanus indicus).		SALT.		DISTRICTS.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
Panjab—continued.												
South-eastern—												
†	†	†	†	21 —	20 —	25 —	24 —	15 —	14 —	11 —	11 —	Gurgaon.
†	†	13 —	12 —	20 —	19 —	27 —	25 —	13 —	13 —	12 —	12 —	Delhi.
†	†	10 —	10 —	21 —	20 —	23 —	25 —	15 —	14 —	11 —	11 —	Rohtak.
33 —	25 —	8 —	8 —	20 —	20 —	28 —	25 —	15 —	14 —	10 8	10 8	Karnal.
Submontane—												
†	†	16 —	16 —	22 —	21 —	29 —	28 —	†	†	12 12	12 12	Ambala.
†	†	18 —	17 —	20 —	20 —	34 —	31 —	11 —	11 —	13 —	12 —	Ludhiana.
†	†	20 —	20 —	23 —	23 —	29 —	29 —	†	†	13 —	13 —	Jalandhar.
20 —	20 —	14 —	15 —	23 —	23 —	26 —	26 —	6 —	8 —	12 12	12 12	Hoshiarpur.
†	†	16 —	16 —	22 —	22 —	28 —	28 —	†	†	12 —	12 —	Gurdaspur.
†	†	21 —	24 —	24 —	24 —	29 —	28 —	11 —	†	12 —	12 —	Amritsar.
†	†	†	†	20 —	21 —	23 —	24 —	†	†	13 12	13 12	Sialkot.
Hills—												
18 —	18 —	10 —	10 —	17 —	17 —	24 —	24 —	8 —	8 —	9 8	9 8	Simla.
†	†	†	†	19 —	19 —	30 —	30 —	14 —	14 —	11 —	11 —	Kangra.
Northern—												
†	†	16 —	15 —	20 —	20 —	24 —	24 —	11 —	11 —	13 —	13 —	Rawalpindi.
†	†	†	†	16 —	16 —	25 —	25 —	†	†	11 8	11 8	Hazara.
†	†	18 —	18 —	18 —	18 —	27 —	26 —	10 —	9 —	17 —	16 —	Peshawar.
†	†	†	†	19 —	19 —	23 —	24 —	†	†	15 5	15 15	Kohat.
13 —	13 —	7 —	7 —	20 —	20 —	33 —	34 —	10 —	10 —	20 10	20 10	Bannu.
Western—												
24 —	24 —	16 —	16 —	24 —	24 —	30 —	20 —	†	8 —	13 —	13 —	Shahpur.
40 —	28 —	40 —	32 —	20 —	20 —	32 —	30 —	6 —	7 —	12 12	12 —	Jhang.
†	†	20 —	18 —	18 —	18 —	24 —	24 —	†	†	12 8	12 8	Multan.
†	†	†	†	23 —	24 —	†	25 —	10 —	10 —	12 8	12 8	Montgomery.
†	†	†	†	23 —	23 —	30 —	31 —	†	†	16 6	16 4	Dera Ismael Khan.
†	†	†	†	19 —	19 —	†	†	8 —	8 —	12 —	12 —	Muzaffargarh.
†	†	†	†	20 —	19 —	†	†	†	†	11 —	11 —	Dera Ghazi Khan.
Sind and Baluchistan—												
†	†	...	...	16 —	16 —	...	...	10 —	10 —	13 —	14 —	Karachi.
†	†	...	...	14 —	14 —	...	...	8 —	8 —	12 —	12 —	Hyderabad.
†	†	...	...	8 —	8 —	...	...	...	...	12 —	12 —	Thar and Parkar (Umarkot).
†	†	...	...	19 8	18 —	...	...	12 —	12 —	12 —	12 —	Shikarpur.
†	†	...	...	19 —	18 —	...	...	8 —	8 —	11 —	11 —	Upper Sind Frontier.
†	†	7 —	6 —	15 —	15 —	16 —	18 —	8 —	8 —	9 —	9 —	Quetta.
Bombay—												
Konkan—												
16 3	16 3	...	...	10 9	10 9	...	...	9 6	9 6	10 10	10 10	Karwar.
14 11	14 2	...	...	12 6	11 —	...	...	9 7	8 12	11 11	11 11	Ratnagiri.
...	...	...	...	11 8	11 14	...	...	8 12	8 12	12 5	11 14	Alibag.
11 4	11 4	...	...	13 12	13 12	...	...	10 3	10 3	11 9	11 9	Bombay.
†	†	...	...	13 5	13 5	...	...	10 15	10 15	12 4	12 4	Tanna.
Deccan—												
19 —	18 —	...	...	12 12	12 12	...	...	9 2	9 9	9 12	9 12	Dharwar.
...	...	...	...	12 —	11 8	...	...	9 4	7 13	10 5	9 8	Belgaum.
...	...	...	...	11 10	11 10	...	...	9 13	9 13	11 —	11 —	Satara.
...	...	...	...	17 2	16 10	...	...	13 2	12 4	11 4	11 4	Sholapur.
...	...	...	...	12 8	12 8	...	...	11 12	10 1	10 15	10 9	Bijapur.
...	...	...	...	12 10	12 10	...	...	9 4	9 4	11 13	11 13	Poona.
Khandesh—												
19 9	18 6	...	...	13 14	13 14	...	...	11 3	11 14	12 1	12 6	Ahmadnagar.
...	...	...	...	14 4	14 4	...	...	11 6	11 6	12 1	11 6	Nasik.
...	...	...	...	12 6	11 9	...	...	12 —	12 —	10 9	10 9	Dhulia.
Gujarat—												
...	...	...	...	12 15	12 8	...	...	14 13	14 13	12 —	12 —	Surat.
...	...	...	...	11 8	11 8	...	...	13 —	13 —	13 4	13 4	Broach.
...	...	...	...	15 —	15 —	...	...	10 —	15 —	12 8	12 8	Kaira.
14 —	24 —	...	...	11 —	10 8	...	...	11 8	11 —	11 8	11 8	Baroda Cantonment.
18 —	17 —	...	...	13 8	13 8	...	...	17 8	18 —	13 8	13 8	Ahmadabad.
...	...	...	...	10 —	10 —	...	...	11 —	11 —	12 —	12 —	Godhra.
13 —	23 —	...	...	17 —	17 —	...	...	12 —	12 —	12 12	12 12	Dist Cantonment.
Kathiawar—												
...	...	...	...	16 11	16 11	...	...	11 —	8 14	8 10	8 10	Rajkot.
Central Provinces—												
Western—												
...	...	...	...	14 3	14 3	...	...	12 1	12 1	10 14	10 14	Nimar.
...	...	...	...	18 —	19 3	...	...	14 6	14 6	9 2	9 14	Khandwa.
...	...	...	...	14 —	14 6	...	...	10 —	10 —	9 —	9 —	Hoshangabad.
...	...	...	...	15 —	18 —	...	...	12 —	12 —	9 —	9 —	Betul.
...	...	...	...	16 4	16 4	...	...	15 —	15 —	10 —	10 —	Chhindwara.
...	...	...	...	14 9	14 9	...	...	13 5	10 —	10 11	10 11	Nagpur.
...	...	...	...	...	...	...	...	...	...	...	...	Wardha.

\* Not sold.

† Not produced.

‡ Not procurable.



## RETAIL PRICES FOR THE 2nd HALF OF NOVEMBER 1898—concluded. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetia spicata).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.		Common.		Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
					Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.				
Central Provinces—contd.												
Central—												
Narsinghpur	12 13	12 13	...	...	8 —	8 —	11 7	11 7	19 3	...	...	...
Saugor	14 8	13 —	...	...	13 6	12 12	14 2	13 6	24 —	24 —	...	...
Damoh	14 1	14 1	...	...	13 5	12 —	14 1	12 10	21 10	16 —	...	...
Jubbulpore	15 8	15 8	...	...	11 —	11 —	18 —	17 —	21 —	20 —	...	...
Mandla	16 —	16 —	...	...	13 —	13 —	20 —	19 —	...	...	...	...
Seoni	18 —	19 —	...	...	10 —	10 —	15 —	16 —	25 —	25 —	...	...
Balaghāt	12 —	12 8	...	...	12 8	12 8	16 —	17 8	...	...	...	...
Bhandara	...	13 12	...	...	...	...	15 —	15 —	...	...	...	...
Chanda	14 11	13 3	...	...	...	...	15 8	14 11	22 1	22 1	...	...
Eastern—												
Bilaspur	18 4	16 —	...	...	16 —	16 —	25 10	21 5	...	...	...	...
Raipur	16 4	...	...	...	10 —	10 —	16 4	20 —	...	...	...	...
Sambalpur	13 —	12 —	...	...	11 —	10 —	17 —	16 —	...	...	...	...
Berar—												
Buldāna	10 8	11 —	...	...	6 8	6 8	8 —	8 —	30 —	31 —	26 —	25 8
Bāsim	11 8	11 4	...	...	6 —	5 8	9 —	9 —	25 8	24 8	...	...
Akola	10 8	11 —	...	...	6 —	6 —	6 12	7 8	32 —	29 —	...	...
Ellichpur	10 —	10 —	...	...	6 —	6 —	8 —	8 —	25 —	25 —	16 —	16 —
Amrāoti	10 —	10 —	...	...	8 —	8 —	11 —	11 —	26 —	26 —	22 —	22 —
Wun	12 —	12 —	...	...	7 —	7 —	8 —	8 —	23 —	23 —	20 —	16 —
Nizam's Territories—												
Secunderabad	10 2½	10 2½	•	•	5 5	5 15	6 3	6 6½	14 4	14 6	14 6	14 6
Bolaram	8 12	8 9	•	•	5 13	5 13	9 10	9 —	16 5	10 5	•	•
Chadarghat	10 —	9 6	•	•	7 8	7 8	12 8	11 10	20 —	20 10	23 42	20 10
Madras—												
Malabar Coast—												
Malabar	...	...	...	...	...	...	10 2	9 11	...	...	...	...
S. Canara	...	...	...	...	...	...	10 11	10 11	...	...	...	...
South, central—												
Coimbatore	...	...	...	...	...	...	10 —	10 —	16 2	15 14	17 8	17 2
Nilgiris	...	...	...	...	...	...	7 3	7 3	...	...	...	...
Salem	...	...	...	...	...	...	10 5	9 14	17 11	17 11	14 13	14 13
Central—												
Bellary	...	...	...	...	...	...	9 11	9 11	24 11	20 10	...	...
Anantapur	...	...	...	...	...	...	11 5	11 5	27 5	23 11	...	...
Cuddapah	...	...	...	...	...	...	9 11	9 11	19 —	19 13	18 8	18 8
Karnul	...	...	...	...	...	...	9 5	9 5	25 11	25 11	...	...
East Coast, north—												
Ganjam	...	...	...	...	...	...	12 —	12 13	...	...	...	...
Vizagapatam	...	...	...	...	...	...	11 14	11 14	...	...	21 13	21 13
Godavari	...	...	...	...	...	...	11 —	11 —	17 5	17 5	...	...
East Coast, central—												
Kistna	...	...	...	...	...	...	13 3	10 14	16 13	16 13	•	•
Nellore	...	...	...	...	...	...	11 0	10 10	14 14	14 14	13 13	12 11
East Coast, south—												
Madras	...	...	...	...	...	...	9 6	9 3	13 10	11 8	...	...
Chingleput	...	...	...	...	...	...	9 6	9 6	...	...	...	...
N. Arcot	...	...	...	...	...	...	11 5	9 13	16 6	14 10	•	•
S. Arcot	...	...	...	...	...	...	10 8	9 10	...	...	20 —	20 —
Tanjore	...	...	...	...	...	...	12 3	12 3	...	...	24 11	23 3
Trichinopoly	...	...	...	...	...	...	9 13	8 11	15 2	14 —	20 5	17 13
Southern—												
Tinnevely	...	...	...	...	...	...	10 10	10 10	14 10	•	12 6	•
Madura	...	...	...	...	...	...	10 2	9 11	16 3	16 3	14 11	14 11
Mysore—												
Mysore	8 5	8 5	...	...	8 5	8 4	9 —	8 14	20 —	20 —	20 —	20 —
Bangalore	6 8	6 8	6 4	6 4	6 8	8 8	7 —	9 —	15 —	15 —	...	...
Kolar	7 —	7 —	6 —	6 —	8 —	8 —	9 —	9 —	...	...	...	...
Tumkur	8 —	7 —	...	...	7 —	7 8	8 12	8 —	...	...	...	...
Hassan	...	...	8 —	9 —	9 —	9 —	10 —	10 —	...	...	...	...
Kadur	9 —	9 —	9 —	10 —	8 —	8 —	10 —	10 —	...	...	...	...
Shimoga	8 6	8 15	9 7	9 7	7 6	8 6	11 9	11 13	18 —	18 —	...	...
Chitaidrug	8 —	8 —	8 —	8 —	9 —	9 —	10 —	10 —	24 2	24 2	...	...
Coorg—												
Coorg	7 —	7 —	8 —	8 —	7 8	7 8	10 8	11 —	...	...	...	...
Aden												
Aden	7 8	9 3	...	...	6 9	6 5	7 7	7 2	13 2	14 3	9 6	10 1

\* Not sold.





GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 25TH DECEMBER 1897, AND FROM 1ST JULY TO 24TH DECEMBER 1898.**

*N.B.—As regards the figures in column Total Earnings from 1st July 1898, audited figures have been used, as far as possible.*

RAILWAY.	Average earnings per mile per week during the second half of 1897.	WEEK ENDING 25TH DECEMBER 1897.				WEEK ENDING 24TH DECEMBER 1898.				Earnings from 1st July to 25th December 1897.	Earnings from 1st July to 24th December 1898.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.													
Standard gauge—													
East Indian . . . . .	629	1,737	11,56,284	666	1,740	13,08,000	752	2,81,11,440	2,77,30,000	...	3,81		
Bengal Central . . . . .	210	125	32,406	259	125	19,200	154	6,55,074	4,61,000	...	1,94		
Bengal-Nagpur . . . . .	116	862	1,50,466	175	1,069	1,46,000	137	24,15,079	24,71,000	55,921	...		
Indian Midland (including Bhopal-Iarsi) . . . . .	145	752	93,041	124	800	1,43,000	179	27,69,861	26,30,000	...	1,39		
Bezawda Extn. (East Coast State) . . . . .	150	21	4,359	208	21	2,000	95	80,043	59,000	...	21		
Madras-Ennur sec. (Bezawda-Mad.) . . . . .	133	9	509	57	9	500	56	28,854	10,500	...	12		
Metre gauge—													
Rajputana-Malwa (inclgd. G.-R.-Nagda) . . . . .	196	1,815	4,23,164	233	1,815	4,68,000	258	87,70,238	91,99,000	4,28,762	...		
Palanpur-Deesa . . . . .	41	17	549	32	17	700	41	17,803	12,700	...	5		
South Indian . . . . .	108	1,042	2,01,237	193	1,018	1,75,000	172	43,35,315	39,48,000	...	3,87		
Mayavaram-Mutpet . . . . .	95	54	3,065	68	54	3,900	72	1,28,544	1,18,000	...	10		
Southern Mahratta (inclgd. G.-M. Fron. sec.) . . . . .	110	1,165	96,569	83	1,165	97,600	84	32,17,500	22,52,000	...	9,68		
Mysore section (Southern Mahratta) . . . . .	127	296	34,210	110	296	20,000	68	9,41,272	5,57,000	...	13,84		
Bengal and North-Western system . . . . .	126	827	1,21,288	147	925	1,33,000	144	25,80,001	20,90,000	1,50,999	...		
Lucknow-Bareilly . . . . .	67	200	20,340	102	200	20,300	102	3,26,009	3,83,000	56,991	...		
Assam-Bengal . . . . .	69	286	30,553	107	305	26,500	87	4,44,390	5,99,000	1,54,604	...		
Burma . . . . .	153	888	1,68,061	190	930	1,46,000	156	33,50,131	30,44,000	2,93,860	...		
TOTAL . . . . .	229	10,096	25,37,301	251	10,493	27,09,700	258	5,81,72,220	5,67,76,200	...	13,98		
State lines worked by the State.													
Standard gauge—													
North-Western (a) . . . . .	243	2,885	7,67,375	266	2,886	7,28,000	252	1,76,37,091	1,57,76,000	...	18,61		
Oudh and Rohilkhand (inclgd. the m. g. link) . . . . .	177	875	2,19,482	251	1,013	2,24,000	221	38,41,060	42,18,000	3,76,940	...		
Eastern Bengal (inclgd. metre & 2' 6") . . . . .	411	818	3,73,598	457	824	2,18,000	289	84,23,653	75,18,000	...	9,07		
East Coast (b) . . . . .	104	538	47,681	89	720	52,800	73	13,78,979	10,64,000	...	3,14		
Special gauges—													
Jorhat . . . . .	67	28	2,762	99	28	2,300	82	41,791	47,600	5,809	...		
Cherra-Companyganj . . . . .	...	...	...	...	...	(c)	...	...	(c)	...	...		
TOTAL . . . . .	243	5,144	14,10,898	274	5,471	12,45,100	228	3,13,22,574	2,86,23,600	...	26,98		
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system . . . . .	328	1,491	6,85,405	460	1,491	8,91,000	598	1,21,38,831	1,37,06,000	15,67,169	...		
Bombay, Baroda and Central India . . . . .	507	401	2,57,112	558	461	3,21,000	696	57,40,966	59,92,000	2,45,034	...		
Madras . . . . .	200	840	2,12,816	253	840	1,84,000	219	54,93,336	48,37,000	...	6,56		
TOTAL . . . . .	337	2,792	11,55,333	414	2,792	13,96,000	500	2,33,79,133	2,45,35,000	11,55,867	...		
TOTAL (GUARANTEED AND STATE)	250	18,032	51,03,532	283	18,758	53,50,800	285	11,28,73,927	10,99,34,800	...	29,63		
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka . . . . .	212	160	32,934	206	162	28,000	173	8,60,946	6,65,000	...	1,95		
Tarkessur . . . . .	232	22	4,317	196	22	4,300	195	1,30,103	1,23,000	...	...		
Southern Punjab (Delhi-Samastha) . . . . .	35	400	10,899	42	400	23,000	58	(d) 89,157	5,54,000	4,64,843	...		
Tapti Valley . . . . .	...	...	...	...	36	700	19	...	(e) 2,000	2,000	...		
Metre gauge—													
Mymensingh-Jamalpur-Jagannath-ganj . . . . .	...	...	...	...	33	1,000	30	...	(f) 11,600	11,600	...		
Rohilkund and Kumaon (Co.'s sec.) . . . . .	126	66	4,782	72	66	5,800	88	2,11,603	2,23,000	11,397	...		
Bengal Doonars . . . . .	184	36	7,046	196	36	3,700	103	1,70,274	1,59,000	...	...		
Dibru-Sadiya . . . . .	195	78	14,277	183	78	25,000	321	3,80,968	3,98,000	17,032	...		
Ahmedabad-Parantij . . . . .	44	55	2,346	43	55	3,400	62	50,660	60,900	10,240	...		
Special gauges—													
Darjeeling-Himalayan . . . . .	300	51	15,845	311	51	11,000	216	3,84,875	3,84,000	...	...		
Barsi . . . . .	93	21	3,574	170	21	2,500	119	49,538	36,100	...	...		
TOTAL . . . . .	156	889	1,02,020	115	960	1,08,400	113	23,28,124	26,10,600	2,88,470	...		
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goon . . . . .	21	74	1,824	25	74	3,900	53	36,830	66,100	29,270	...		
Bhopal-Ujjain . . . . .	52	114	6,711	59	114	13,500	118	1,46,907	1,88,000	41,033	...		
Nagda-Ujjain . . . . .	42	35	2,122	61	34	1,800	53	35,757	40,800	11,043	...		
The Nizam's Guaranteed State . . . . .	213	334	73,002	219	334	95,000	286	17,24,748	17,46,000	23,252	...		
The Gackwar's Petlad . . . . .	86	13	554	43	13	1,000	77	29,405	21,500	...	...		
Rajpura-Bhatinda . . . . .	106	108	10,434	97	108	13,800	128	2,79,830	2,50,000	...	...		
Kolar Gold-fields . . . . .	423	10	4,031	403	10	2,900	290	1,06,545	95,800	...	...		
Metre gauge—													
Yesvantpur-Mysore Frontier section (inclgd. M.-Nanjangud) . . . . .	93	66	4,401	67	66	3,100	47	1,53,908	89,400	...	...		
The Gackwar's Melhaana . . . . .	64	93	5,974	64	93	5,700	61	1,47,902	1,21,000	...	...		
Kolhapur . . . . .	49	29	897	31	29	1,400	48	35,947	33,200	...	...		
Special gauges—													
The Gackwar's Dabhoi . . . . .	43	79	3,335	42	79	3,500	44	84,069	73,800	...	...		
Rajpipla . . . . .	12	19	86	5	19	100	5	4,740	3,700	...	...		
Cooch Behar . . . . .	44	22	1,339	61	22	1,100	50	24,438	20,700	2,262	...		
TOTAL . . . . .	115	996	1,14,710	115	995	1,47,400	148	28,69,146	27,70,000	...	...		
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junagad-Porbandar . . . . .	83	334	41,976	126	334	29,600	89	6,86,219	5,62,000	...	...		
Jetalsar-Rajkot . . . . .	84	46	4,263	93	46	2,900	63	95,771	76,300	...	...		
Jamnagar . . . . .	39	51	2,241	44	54	1,800	33	56,459	45,700	...	...		
Dhrangadra . . . . .	...	...	...	...	21	800	38	...	30,000	20,000	...		
Jodhpore-Bikaner . . . . .	57	364	24,381	67	405	35,900	89	5,15,744	6,72,000	1,56,256	...		
Oddepore-Chitor . . . . .	39	60	2,472	41	60	2,200	37	58,600	68,200	9,594	...		
Special gauge—													
Morvi . . . . .	92	94	29,362	312	94	7,500	80	1,99,638	1,69,000	...	...		
TOTAL . . . . .	69	949	1,04,695	110	1,014	80,700	80	16,13,437	16,13,200	...	...		
GRAND TOTAL . . . . .	232	20,866	54,24,957	260	21,727	56,87,300	262	11,96,24,634	11,69,34,600	...	26,03		

(a) Includes Jammu and Kashmir and Hyderabad-Shadipally ry.  
(b) Includes Gudar-Nellore section of Bezawda-Madras ry.  
(c) Closed for traffic.

(d) From 10th November to 25th December, 1897.  
(e) From 1st to 24th December, 1898.  
(f) From 15th October to 24th December, 1898.

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. XXXVII of 1898-99.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April, 1898*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 25TH DECEMBER 1897.				WEEK ENDING 24TH DECEMBER, 1898.				Earnings from 1st April to 25th December, 1897.	Earnings from 1st April to 24th December, 1898.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open.		Total.	Per mile open.						
State lines worked by companies.													
Standard gauge—													
East Indian . . . . .	654	1,737	11,56,284	666	1,740	13,08,000	752	4,29,82,221	4,32,84,000	3,01,779	...	...	
Bengal Central . . . . .	183	125	32,406	259	125	19,200	154	8,80,750	7,18,000	...	1,62,750	...	
Bengal-Nagpur . . . . .	139	862	1,50,466	175	1,069	1,46,000	137	40,72,006	40,31,000	5,58,994	...	...	
Indian Midland (including Bhopal-Itarsi) . . . . .	155	752	93,041	124	800	1,43,000	179	43,98,291	44,36,000	37,709	...	...	
Bezawda extn. (East Coast State). . . . .	155	21	4,359	208	21	2,000	95	1,14,667	1,12,000	...	2,667	...	
Madras-Ennūr sec. (Bezawda-Mad.) . . . . .	135	9	509	57	9	500	56	45,241	29,200	...	16,041	...	
Metre gauge—													
Rajputana-Malwa (inclgd. G. R. Nagda) . . . . .	210	1,815	4,23,164	233	1,815	4,68,000	258	1,39,50,256	1,62,68,000	23,17,744	...	...	
Pālanpur-Deesa . . . . .	44	17	549	32	17	700	41	31,990	25,100	...	6,890	...	
South Indian . . . . .	166	1,042	2,01,237	193	1,018	1,75,000	172	67,85,518	62,93,000	...	4,92,518	...	
Mayavaram-Mutpet . . . . .	92	54	3,695	68	54	3,900	72	1,99,605	1,80,000	...	13,605	...	
Southern Mahratta (inclgd. G. M. Fron. sec.) . . . . .	113	1,165	96,569	83	1,165	97,600	84	53,53,805	39,84,000	...	13,69,805	...	
Mysore section (Southern Mahratta) . . . . .	123	296	34,210	116	296	20,000	68	14,53,922	9,69,000	...	4,84,922	...	
Bengal and North-Western system . . . . .	147	827	1,21,288	147	925	1,33,000	144	44,20,645	45,66,000	1,45,355	...	...	
Lucknow-Bareilly . . . . .	81	200	20,340	102	200	20,300	102	5,88,309	7,21,000	1,32,691	...	...	
Assam-Bengal . . . . .	73	286	30,553	107	305	26,500	87	6,88,204	9,38,000	2,49,796	...	...	
Burma . . . . .	186	888	1,68,661	190	936	1,46,000	156	50,00,445	58,53,000	2,43,555	...	...	
TOTAL . . . . .	243	10,090	25,37,301	251	10,495	27,09,700	258	9,15,74,875	9,30,18,300	14,43,425	...	...	
State lines worked by the State.													
Standard gauge—													
North Western (a) . . . . .	236	2,885	7,67,375	266	2,886	7,28,000	252	2,48,45,208	2,72,41,000	23,95,792	...	...	
Oudh and Rohilkhand (inclgd. the m.g. link) . . . . .	195	875	2,19,482	251	1,013	2,24,000	221	62,62,410	70,92,000	8,29,590	...	...	
Eastern Bengal (inclgd. metre & 2'6") . . . . .	362	818	3,73,598	457	824	2,38,000	289	1,13,06,173	1,05,90,000	...	7,16,173	...	
East Coast (b) . . . . .	106	538	47,681	89	720	52,800	73	20,67,690	18,62,000	...	2,05,690	...	
Special gauges—													
Jorhat . . . . .	69	28	2,762	99	28	2,300	82	69,036	68,400	...	636	...	
Cherra-Companyganj . . . . .	44	...	...	...	...	(c) ...	...	(d) 2,093	(e) 900	...	1,193	...	
TOTAL . . . . .	235	5,144	14,10,898	274	5,471	12,45,100	228	4,45,52,610	4,68,54,300	23,01,690	...	...	
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system . . . . .	381	1,491	6,85,405	460	1,491	8,91,000	593	1,96,01,280	2,42,56,000	46,54,720	...	...	
Bombay, Baroda and Central India . . . . .	586	461	2,57,112	558	461	3,21,000	696	1,03,57,628	1,19,03,000	15,45,372	...	...	
Madras . . . . .	261	840	2,12,816	253	840	1,84,000	219	84,94,606	77,61,000	...	7,33,606	...	
TOTAL . . . . .	379	2,792	11,55,333	414	2,792	13,96,000	500	3,84,53,514	4,39,20,000	54,66,486	...	...	
TOTAL (GUARANTEED AND STATE) . . . . .	262	18,032	51,03,532	283	18,758	53,50,800	285	17,45,80,999	18,37,92,600	92,11,001	...	...	
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka . . . . .	207	160	32,934	206	162	28,000	173	12,08,545	10,81,000	...	1,27,545	...	
Tarkessur . . . . .	278	22	4,317	196	22	4,300	195	2,21,009	2,14,000	...	7,009	...	
Southern Punjab (Delhi-Samāsata) . . . . .	42	400	16,899	42	400	23,000	58	(f) 89,157	10,97,000	10,07,843	...	...	
Tapti Valley . . . . .	...	...	...	...	36	700	19	...	(g) 2,000	2,000	...	...	
Metre gauge—													
Mymensingh-Jamulpur-Jagannath-ganj . . . . .	...	...	...	...	33	1,000	30	...	(h) 11,600	11,600	...	...	
Ronikund and Kumaon (Co.'s sec.) . . . . .	121	66	4,782	72	66	5,800	88	3,20,608	3,65,000	44,392	...	...	
Bengal Dooars . . . . .	149	36	7,046	196	36	3,700	103	2,28,671	2,14,000	...	14,671	...	
Dibru-Sadiya . . . . .	198	78	14,277	183	78	25,000	321	5,86,817	5,90,000	9,183	...	...	
Ahmedabad-Parantij . . . . .	45	55	2,340	43	55	3,400	62	(i) 67,051	1,15,000	47,949	...	...	
Special gauges—													
Darjeeling-Himalayan . . . . .	274	51	15,845	311	51	11,000	216	5,74,968	5,90,000	15,032	...	...	
Bānsi . . . . .	125	21	5,574	170	21	2,500	119	93,831	79,900	...	13,931	...	
TOTAL . . . . .	147	899	1,02,020	115	960	1,08,400	113	33,90,657	43,65,500	9,74,843	...	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonā . . . . .	26	74	1,824	25	74	3,900	53	69,775	95,700	25,925	...	...	
Bhopal-Ujjain . . . . .	61	114	6,711	59	114	13,300	118	2,47,200	3,04,000	56,740	...	...	
Nagda-Ujjain . . . . .	60	35	2,122	61	34	1,800	53	75,345	91,800	16,455	...	...	
The Nizam's guaranteed state . . . . .	211	334	73,002	219	334	95,000	286	25,71,432	28,20,000	2,54,568	...	...	
The Gaekwar's Petlad . . . . .	84	13	554	43	13	1,000	77	51,597	39,800	...	11,797	...	
Rajpura-Bhatinda . . . . .	122	108	10,434	97	108	13,800	128	4,93,315	4,77,000	...	16,315	...	
West Gold-fields . . . . .	402	10	4,031	403	10	2,900	290	1,53,408	1,50,000	...	3,408	...	
Metre gauge—													
Yesvantpur-Mysore Frontier section (inclgd. M.-Nanjangud) . . . . .	84	66	4,401	67	66	3,100	47	2,29,142	1,55,000	...	74,142	...	
The Gaekwar's Mehsāna . . . . .	71	93	5,974	64	93	5,700	61	2,55,500	2,30,000	...	19,506	...	
Kolhapur . . . . .	57	29	897	31	29	1,400	48	67,448	56,000	...	10,848	...	
Special gauges—													
The Gaekwar's Dabhoi . . . . .	51	79	3,335	42	79	3,500	44	1,56,496	1,47,000	...	9,496	...	
Rajpipla . . . . .	11	19	80	5	19	100	5	4,740	8,100	3,360	...	...	
Cooch Behar . . . . .	54	22	1,339	61	22	1,100	50	41,774	43,200	1,426	...	...	
TOTAL . . . . .	120	996	1,14,710	115	995	1,47,400	148	44,17,238	40,30,200	2,12,062	...	...	
Lines owned and worked by native states.													
Metre gauge—													
Bhāvnagar-Gondal-Junagarh-Porbandar . . . . .	97	334	41,976	126	334	29,600	89	12,41,741	12,44,000	2,259	...	...	
Jetalsar-Rajkot . . . . .	82	40	4,263	93	40	2,900	63	1,50,409	1,30,000	...	20,409	...	
Jamnagar . . . . .	38	51	2,241	44	54	1,800	33	(j) 80,492	78,000	...	8,492	...	
Dhānagadra . . . . .	...	...	...	...	21	800	38	...	(k) 22,100	22,100	...	...	
Jodhpore-Bikaner . . . . .	62	364	24,381	67	405	35,900	89	8,57,651	10,10,000	1,52,349	...	...	
Oodeypore-Chitor . . . . .	38	60	2,472	41	60	2,200	37	90,577	1,08,000	17,423	...	...	
Special gauge—													
Botvi . . . . .	83	94	29,362	312	94	7,500	80	3,08,888	2,97,000	...	11,888	...	
TOTAL . . . . .	75	949	1,04,695	110	1,014	80,700	80	27,35,758	28,89,100	1,53,342	...	...	
GRAND TOTAL . . . . .	243	20,866	54,24,957	260	21,727	56,87,300	262	18,51,24,652	19,59,77,400	1,05,52,748	...	...	

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rty.  
(b) Includes Gudur-Nellore section of Bezawda-Madras rty.  
(c) Closed for traffic.  
(d) From 1st April to 1st May, 1897.  
(e) From 1st to 30th April, 1898.  
(f) From 10th November to 25th, December, 1897.

(g) From 1st to 24th December, 1898.  
(h) From 15th October to 24th December, 1898.  
(i) From 1st May to 25th December, 1897.  
(j) From 8th April to 25th December, 1897.  
(k) From 1st June to 24th December, 1898.

CUTTACK, the 6th January, 1899.

W. J. McELHINNY, Capt., R.E.,  
Offg. Under Secy. to the Govt. of India.



GOVERNMENT OF INDIA.  
HOME DEPARTMENT.

RULE REGULATING THE PROMOTION OF OFFICERS BELONGING TO THE  
GRADED AND INDIAN EDUCATIONAL SERVICES.

No. 9-19.

*Extract from the Proceedings of the Government of India in the Home  
Department (Education), dated the 6th January 1899.*

READ—

Home Department Resolution on the subject of the re-organisation of the Educational Services in India, No. <sup>4 (Education)</sup> 204-215, dated the 23rd July 1896.

Read also—

Paragraph 5 of a letter from the Government of Bengal, No. 2088, dated 29th July 1897, suggesting a rule for the regulation of promotions to the first two classes of the graded service of the Educational Department and admission to the special allowances in the Indian Educational Service.

Letter to the Government of Bengal, No. 341, dated the 11th December 1897 (paragraph 5) on the same subject.

Circular to Local Governments and Administrations, Nos. 343-347, dated the 11th December 1897, and the replies to that circular.

RESOLUTION.

In paragraph 15 of Home Department Resolution No. <sup>4 (Education)</sup> 204-215, dated the 23rd July 1896, prescribing the re-organization of the Educational Services in India, it was stated that no officer in the Graded Educational Service should suffer by the re-organization of the Department, and that every European officer who had been permanently appointed to the graded list would be given the option of coming under the new scheme or of continuing on the graded list and obtaining promotion as vacancies occur in it, subject to the condition that only those considered fit for promotion would be promoted. In accordance with the option granted to them many officers have elected to come under the new scheme whilst others have preferred to remain in the Graded Service. There thus exist side by side the new Indian Educational Service and the old Graded Service, the latter being composed of such officers of that service as did not elect the new scheme. Some doubt has been expressed as to how the co-existence of the two services should affect the promotion and emoluments of the officers belonging to each of them.

2. Prior to the constitution of the Indian Educational Service the officers of the Graded Educational Service were classed as follows:—

1st class on	.	.	.	.	.	.	.	R1,250—50—1,500
2nd "	.	.	.	.	.	.	.	" 1,000—50—1,250
3rd "	.	.	.	.	.	.	.	" 750—50—1,000
4th "	.	.	.	.	.	.	.	" 500—50—750

The salaries and allowances of officers of the Indian Educational Service are prescribed in paragraphs 8-10 of the Resolution of the 23rd July 1896, viz. :—

- (a) First or probationary period of five years, R500—50—750.
- (b) Second period, R750—50—1,000, the maximum being attained at the end of ten years from first appointment.
- (c) After fifteen years' service a special allowance of R100 to officers whose total salary does not exceed R1,000 and who are considered by the Local Government to merit this increase of pay.

- (d) Two classes of special personal allowances of R200—10—250 and R250—50—500, respectively, to correspond with the higher rates of pay in the Graded Service. These allowances are—
- (i) attached to specified offices, *e.g.*, the allowance granted to the Principal of the Presidency College, Madras; and
  - (ii) granted to the senior officer of a class (whether given solely by seniority, or by seniority tempered by considerations of merit), *e.g.*, the allowances given to senior Inspectors, senior Principals, etc.

3. In a letter of the 29th July 1897, the Government of Bengal suggested the following rule for regulating the promotion both of the officers remaining in the Graded Service and of the officers electing the Indian Service:—

No officer to whichever service he may belong will have any claim to permanent promotion, be it to class I or II of the Graded Service, or to one of the staff allowances in the Indian Educational Service, till such time as he would have had a legitimate expectation of preferment on the supposition that all the Educational Department officers, who were in the graded list on the 1st August 1896, had elected for the particular service to which he belongs.

The Government of India consulted the other Local Governments and Administrations on this proposal and also enquired how the rules had in practice been worked in other provinces.

4. After considering the replies the Governor General in Council has come to the conclusion that the principle of the rule proposed by the Government of Bengal is equitable. It would not be reasonable that an officer of the Graded Service should be granted promotion before it would in ordinary course have come to his turn because his seniors have elected to enter the Indian Service. Nor would it be reasonable that an officer of the Indian Service should be granted one of the special allowances which is given by seniority whilst there remain officers senior to him who would have been granted the allowances had they not elected to remain in the Graded Service. His Excellency in Council is therefore pleased to prescribe the general adoption of the rule proposed by the Government of Bengal, subject to the exception stated in the next paragraph.

5. In Bengal all the special allowances granted under paragraph 10 of the Resolution of the 23rd July 1896 to officers of the Indian Educational Service are ordinarily given by seniority, but as is stated in paragraph 2 above, this is not everywhere the case. In other Provinces special allowances are attached to particular appointments such as the Principalships of Colleges. Allowances which are thus attached to particular appointments should be drawn by the officers of the Indian Educational Service who hold those appointments, irrespective of whether there may be officers senior to them on the Graded List.

6. In giving effect to the orders contained in this Resolution no refunds should be ordered in cases in which excess payments may have already been made up to this date, and in order to prevent any sense of injustice from past misunderstanding, an officer on the Graded List whose position may be affected by the orders should again be given the option of electing for the Indian Educational Service.

ORDER.—Ordered, that a copy of this Resolution be circulated to Local Governments and Administrations for information and guidance and to the Department of Finance and Commerce for information.

Ordered also, that the Resolution be published in the *Supplement to the Gazette of India*.

[True Extract.]

A. H. L. FRASER,

*Offg. Secretary to the Government of India.*





SUPPLEMENT TO  
**The Gazette of India.**

No. 2. } CALCUTTA, SATURDAY, JANUARY 14, 1899.

**OFFICIAL PAPERS.**

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The SUPPLEMENT and PART VI of the GAZETTE can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weekly Report on the state of the Season and Prospects of the Crops.**

**Madras.**—*For week ending 7th January.*—Light showers of rain fell in the southern districts and along the Malabar Coast. The water-supply is ample except in parts of the Deccan. Sowings still continue in parts. The standing crops are generally in good condition. The harvest outturn is almost normal. Pasturage is generally sufficient. Cattle are in normal condition. Prices continue to fall.

**Bombay.**—*For week ending 11th January.*—No rain fell during the week: more is still wanted for the late crops in parts of Shikarpur and Satara. The standing crops have been damaged by rats, blight and frost in parts of Sind, Ahmedabad, Bijapur and Dharwar, and are withering in parts of Khandesh, Ahmednagar and Poona. Harvesting of the early crops continues in five and sowing of the late crops in two districts. Reaping of the late crops has commenced in two districts. Cotton-picking is progressing in parts of Khandesh and Gujarat. Preparations for next season continue in five districts. Fodder is sufficient except in parts of Sind. Agricultural stock is healthy. Prices have slightly risen in five and fallen in six districts.

**Bengal.**—*For week ending 9th January.*—Rain was general during the week, but was heavier in Bihar than in other parts of the province. It has

benefited the standing spring crops, which are generally reported to be in a flourishing state. The poppy and other spring crops are also progressing satisfactorily. The rice crop is nearly all harvested and pulses are being gathered. The pressing of sugarcane continues in some districts. The fodder-supply is everywhere plentiful. Prices of common rice remain almost stationary.

**North-Western Provinces and Oudh.**—*For week ending 11th January.*—Good rain has fallen in all but a few districts in the provinces during the week. The standing crops are doing well. Supplies and fodder are plentiful and prices are practically stationary.

**Punjab.**—*For week ending 11th January.*—Slight rain has fallen in parts of the Delhi and Rawalpindi districts. Pressing of sugarcane and sowing of certain spring crops still continue in some districts. Weeding has commenced in Jullundur. The standing crops are being irrigated. The condition and prospects of the standing irrigated crops are generally reported to be good to average; but the dry land crops are for the most part in need of more rain. The rape seed crop is being damaged by caterpillars in parts of Ferozepore. Cattle are generally in good condition. Fodder is scarce in Delhi, Shahpur and parts of Lahore and Dera Ismail Khan. Prices, especially of wheat, are rising in Jullundur, falling in Dera Ismail Khan, and are unchanged elsewhere. Wheat is selling from  $15\frac{1}{8}$  to 21, gram  $20\frac{1}{2}$  to 24, barley 32, bulrush millet 19 to  $26\frac{1}{4}$ , maize 28 to 32, great millet 26, and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 10th January.*—Slight showers of rain fell in Damoh, Raipur, Bilaspur and in parts of Jubbulpore, but more is wanted in these districts and in Saugor. The weather is generally clear and in most districts very cold. The prospects of the spring crops are fair to good in all districts except Bilaspur, Saugor and Damoh, where they are poor to gloomy. Crops are reported to have been somewhat damaged by frost in Saugor, Damoh, Narsingpur and the Harsud tahsil of Nimar, and through cloudy weather in Raipur, Bhandara and Balaghat. Reaping and threshing of the autumn crops and pressing of sugarcane continue. The cheapest prices are—wheat 19, gram 32, rice 26, and *juar* 30 seers per rupee. The dearest prices are, wheat 12, gram 14, rice 11, and *juar*  $20\frac{1}{2}$  seers per rupee. Wheat continues to sell above the normal price in the south, east and west of the provinces, and the price of gram is still low in the northern districts.

**Burma.**—*For week ending 7th January.*—In Lower Burma reaping has been completed in several districts and is approaching completion elsewhere. In Upper Burma prospects are unchanged. The sesamum, *juar* and pea crops in Razi township, Meiktila district, have withered from want of rain. The price of paddy has risen slightly in Rangoon, Tharrawaddy, Thongwa, Tavoy, and Pakokku and considerably in Mandalay; while it has fallen considerably in Akyab and slightly in Minbu. Prices are stationary elsewhere.

**Assam.**—*For week ending 10th January.*—Rain has fallen in all districts. Harvesting of late rice, gathering of pulses, and pruning of tea are in progress. Pressing of sugarcane continues in Sylhet and Lakhimpur. The outturn of the late rice crop and prospects of pulses, mustard, and sugarcane are generally good. Prices—common rice—Silchar 15, Sylhet  $16\frac{1}{8}$ , Dhubri 16, Gauhati 18, Tezpur, Nowgong and Dibrugarh 13, and Sibsagar 10 seers per rupee.

**Mysore and Coorg.**—*For week ending 11th January.*—**MYSORE:** The standing crops are in fair condition. Prices have slightly risen in Hassan, and fallen in Bangalore, Kolar, and Kadur. *Ragi* (*Eleusine coracana*) has been harvested in parts of Bangalore, Kolar, Chitaldrug, and Shimoga.

**COORG:** Harvesting of rice, threshing of *ragi* (*Eleusine coracana*), and coffee-picking continue. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.



**Berar and Hyderabad.**—*For week ending 11th January.*—BERAR : The weather is cool. The winter crops are doing fairly well, but more rain is needed. Ploughing for the ensuing monsoon crops is in progress in Basim and Buldana. Fodder is sufficient, but water continues to be scarce in parts of Akola and Amraoti. Prices are normal.

HYDERABAD: No rain fell during the week. The autumn rice harvest is almost completed. The standing spring crops are in fair condition, but rain is wanted in a few talukas of the Aurangabad division. The castor seed crop is being injured by insects in three talukas of the Nalgundah district, while rats are harming the spring crops in talukas Parbhani, Andgola and Mahagaon. The winter rice sowings are progressing. Prices of grain continue to fall. Prices—wheat 9, coarse rice  $10\frac{1}{4}$ , and *jawari*  $21\frac{3}{4}$  seers per current sicca rupee.

**Central India.**—*For week ending 11th January.*—Rainfall during the week 1·55 in Bundelkhand. Agricultural operations have been completed in Bundelkhand and are in progress elsewhere. The condition of the standing crops and their probable outturn are reported to be good. Agricultural stock and pasturage are in good condition. Prices of food-grains are steady throughout Central India. The condition of opium is good in Bhopal and fair in Malwa and Indore.

**Rajputana.**—*For week ending 11th January.*—Good rain fell in Bikanir during the week, but none elsewhere. Irrigation of the spring crops continues. The state of the crops is generally good. In Merwara some tracts have been seriously affected through failure of the rains. Twenty-two villages are reported as distressed. Cattle are generally in good condition, but are suffering from a scarcity of fodder in Merwara, and considerable numbers have migrated from Ajmere-Merwara. Fodder is also scarce in parts of Marwar, Kherwara, Meywar, Haraoti, Ajmere, Jeypore, and Bikanir. Prices are rising in Jhallawar, falling in two States, and steady elsewhere. Emigration from the distressed Ajmere villages and from Merwara continues: 57 persons emigrated during the week. The numbers employed on relief works were—322 in Ajmere; 1,784 in Merwara; and 1,189 in Marwar. Prices—Ajmere 20, Beawar 22, and Marwar  $14\frac{1}{2}$  seers per rupee.

**Kashmir.**—*For week ending 10th January.*—The weather has been snowy and cloudy. Prices continue below normal. The price of rice is 27 seers per rupee.

JAMMU PROVINCE.—Report not received.

**Nepal.**—*For week ending 7th January.*—Rainfall 0·25. The weather is very cold and cloudy. A fall of snow is reported from the interior. The price of rice is 9 seers per rupee.

T. W. HOLDERNESS,  
*Secretary to the Government of India.*

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the week ending at 8 a.m. on Saturday, December 31st, 1898.**

Weather was more or less disturbed throughout the week under review in Northern India due to the passage of two cold weather storms through that area.

The first of these appeared in South-West Rajputana at the commencement of the week and marching eastwards across Northern India and Upper Burma during the next four days passed out of the Indian area on the 29th. It was throughout its existence a very diffused and ill-defined disturbance but occasioned numerous light showers in the North-Western Provinces, some local showers in the South-East and Submontane Punjab, Chota Nagpur, East Bengal and Assam and some snow in the Kashmir and Punjab Himalayas. The second disturbance entered Sind from the west on the 29th and advancing eastwards during the succeeding 24 hours gave rise to a secondary depression of moderate intensity in the East Punjab. The secondary depression filled up as quickly as it formed during the day, whilst the primary depression continued to drift eastwards and lay over the eastern districts of the Gangetic Plain at 8 A.M. of the 31st. The double disturbance gave light to moderate rain to the greater part of the Punjab and the neighbouring districts of the North-Western Provinces and moderate to heavy snow in the North-West Himalayas down to about 6,000 feet, chiefly on the 30th and 31st. Weather was throughout the week fine in Burma, Sind, Rajputana, Bombay, the Central Provinces, Berar, North Madras, the Deccan and Mysore. It was on the other hand unusually unsettled with moderate to heavy rain in Ceylon, South Madras and the South Coromandel Coast districts due to a disturbance of a somewhat unusual character. This disturbance originated in the extreme south-west of the Bay to the east of Ceylon during the first three days of the week and marching westwards on the 28th passed into the south-east of the Arabian Sea on the 29th. The disturbance was, it may be noted, similar in general character to that of December 1895.

**Daily Summary.—Sunday, December 25th.**—Pressure had given way briskly to rapidly in Rajputana and the adjoining districts and a shallow depression lay over South-West Rajputana. Over the remainder of the Indian area the barometric changes were small and unimportant. Pressure was everywhere below the normal. The deficiency was moderate to considerable over the Peninsula and Northern India and was greatest in the area of depression where it slightly exceeded a tenth of an inch in amount. Winds indicated a tendency to cyclonic circulation in Northern India and were light to moderate. Moderate north-easterly winds prevailed on the Coromandel Coast and light unsteady airs and calms in Burma. Skies were overcast in Kashmir and Baluchistan, thickly clouded in the southern half of the Peninsula and moderately clouded in Rajputana, Sind and the submontane and western districts of the Punjab. Moderate to heavy rain had occurred in the Coromandel Coast districts and East Ceylon. Feeble snow storms were in progress in Kashmir. The temperature conditions were practically normal over the greater part of Northern India. Temperature was on the other hand more or less considerably above the normal in the Peninsula and Burma. The excess was greatest in Berar (5°) and the Central Provinces (4°). The day temperature was in moderate excess and the night temperature in large excess in the area of increased temperature.

**Monday, December 26th.**—Pressure had increased to a moderate extent in North Bombay and South-West Rajputana and had given way briskly in the Gangetic Plain and the neighbouring districts of Central India and the Central Provinces. The depression which was passing through South-West Rajputana on the previous day had advanced into East Rajputana and the south-western districts of the North-Western Provinces. It was, however, even more



diffused and ill-defined than on the previous day. Light rain had occurred in the central and western districts of the North-Western Provinces and the South-East Punjab and light rain or snow in the adjacent hill districts and in Kashmir. The barometric changes in Southern India, Ceylon, and the neighbouring sea area were such as tended to accentuate the deficiency in that area. Pressure was now a tenth of an inch in defect over that area and moderate to strong east to north-east winds obtained on the Coromandel Coast. Moderate to heavy rain had again fallen in East Ceylon and the coast districts of Southern India and light rain in South Madras. A brisk reduction of temperature had occurred in the hill districts of Upper India and temperature was now in considerable to large defect in that area due chiefly to very low night temperature. Temperature had on the other hand increased in Central India, Berar, the Central Provinces and the Deccan, and was during the previous 24 hours from  $3^{\circ}$  to  $9^{\circ}$  above the normal in that area.

*Tuesday, December 27th.*—Pressure had recovered briskly in Rajputana, Central India and Kathiawar and was practically stationary over the remainder of India and Burma. The diffused disturbance which was passing through East Rajputana and the adjacent districts of the North-Western Provinces on the previous day had advanced eastwards into Bihar and almost completely filled up. Pressure had given way very slightly in Baluchistan due to the influence of a cold weather depression advancing from the west. Pressure had again diminished slightly in Ceylon and the south-west of the Bay, thus still further emphasizing the deficiency in that area. Steep gradients obtained over the southern half of the Bay. Winds continued moderate to strong on the Madras Coast. Skies were more or less clouded in all districts except Lower and Central Burma, Bengal, Rajputana and the greater part of the Punjab. Very heavy rain had been received in East Ceylon, moderately heavy rain in the Coromandel Coast districts and light rain in Malabar, Mysore and South Madras. Numerous light showers had again occurred in the Gangetic Plain and the eastern districts of Central India. Temperature had fallen rapidly in Rajputana, Gujarat, Central India, the west coast and Southern India, and increased briskly in Bihar. Elsewhere the temperature changes were unimportant.

*Wednesday, December 28th.*—Pressure had fallen briskly in Sind, the South-West Punjab and East Baluchistan and was in considerable to large defect. The depression approaching from the west on the preceding day was now crossing the north-west frontier into Sind. Pressure had fallen slightly in Bengal and the feeble residual disturbance in Bihar at 8 A. M. of the 27th had passed into Lower and East Bengal. A slight fall of the barometer had occurred also in Southern India and Ceylon and pressure was from a tenth to a seventh of an inch in defect of the normal in that area. Winds were shifting round to cyclonic directions in Sind and the South-West Punjab but were light and below their normal strength. Winds were exceedingly light at Cherat and Murree. Winds had backed to north on the Coromandel Coast between Cocanada and Cuddalore and were somewhat weaker than for some days past. Winds were very strong at Negapatam where their velocity during the previous 24 hours averaged 20 miles per hour. Moderate rain continued to be received in East Ceylon and the South Coromandel Coast districts and some showers in South Madras. The feeble disturbance in North-Eastern India had occasioned some local thunder-showers in that area. The temperature conditions were very unsteady and abnormal. The mean temperature of the previous 24 hours was  $6^{\circ}$  above the normal in Baluchistan and Orissa,  $5^{\circ}$  in Sind and the Madras Deccan,  $4^{\circ}$  in Chota Nagpur, and  $3^{\circ}$  in Bengal, Bihar, the Central Provinces, Mysore and the Madras Coast due to very high night temperature. It was, on the other hand, in large defect in the hill districts of Upper India, in considerable defect in Gujarat and in moderate defect in Rajputana and Central India.

*Thursday, December 29th.*—Pressure had decreased briskly to rapidly in Sind, Rajputana and the Punjab, and a well marked depression in which pressure was upwards of a fifth of an inch below the normal lay over Sind. Pressure had increased slightly to briskly in Bengal and the feeble residual disturbance in that area on the 28th was transferred into Upper Burma. It was, however, very faintly indicated in the chart. Pressure had increased slightly in Ceylon and the south-west of the Bay and the area of deficient pressure and disturbance in the south-west of the Bay on the preceding days was drifting

westwards and filling up. Winds were cyclonic in Sind, Rajputana and the Punjab and were blowing very strongly in the hill districts of the Punjab. Winds had fallen off in Southern India and were more northerly than usual at the interior stations. Skies were generally overcast in Baluchistan and north-western and Southern India. The depression in Sind had occasioned light rain in the North Punjab and some showers in the West and Central Punjab and light to moderate snow in the Punjab and Kashmir Himalayas. Light to moderate rain had again been received in South Madras and Ceylon and some local thunder showers had also occurred in Bengal and Assam. The temperature conditions continued very abnormal over a large part of the country. Temperature averaged  $10^{\circ}$  higher than usual in Sind,  $5^{\circ}$  in Orissa and the Madras Deccan and  $4^{\circ}$  in Mysore, and was from  $4^{\circ}$  to  $7^{\circ}$  in defect in the hill districts of Upper India and  $2^{\circ}$  in defect in Central India and the Central Provinces.

*Friday, December 30th.*—Pressure had fallen rapidly in East and Central Rajputana, Bundelkhand, the South-East Punjab and the neighbouring districts of the North-Western Provinces. It had, on the other hand, increased briskly in Baluchistan and Sind. The Sind depression had marched eastwards into the eastern and central districts of Rajputana and had given rise to a secondary depression over the South-East Punjab. Pressure was largely in defect over North-Western and Central India, the deficiency being largest in the area of the double disturbance where it averaged about two-tenths of an inch in amount. The pressure changes were unimportant over the remainder of the country with the exception of Ceylon where the barometer had continued to rise to a slight extent during the previous 24 hours. Pressure was more or less considerably in defect in the Peninsula. The deficiency was greatest in the Malabar Coast districts due to the continued existence of the disturbed conditions which have passed into the south-east of the Arabian Sea from the Bay. Winds in North-Western and Central India were under the influence of the depression and were of moderate intensity. Skies were overcast in the South-East Punjab, the western districts of the North-Western Provinces and the North-West Himalayas and cloud was extending rapidly eastwards to the North-Western Provinces. The double disturbance had given general light to moderate rain to the East and South-East Punjab and the neighbouring districts of the North-Western Provinces and some showers to West Rajputana. Moderate snow had fallen in the hill districts of Upper India. The snow line had descended to about 6,000 feet in the Simla hills. Weather continued feebly unsettled in South Madras and Ceylon and some showers had again been received in that area. A very large reduction of temperature had occurred in Baluchistan and Upper India, and the mean temperature of the previous 24 hours was from  $7^{\circ}$  to  $16^{\circ}$  below the normal in the hill districts of Upper India and  $3^{\circ}$  below in Baluchistan and the Punjab.

*Saturday, December 31st.*—Pressure had increased as rapidly as it had fallen on the previous day in North-Western India and the secondary depression in the South-East Punjab had completely filled up. The primary depression had advanced from East and Central Rajputana to the eastern districts of the Gangetic Plain and occasioned a brisk to rapid fall of the barometer in Bihar, Chota Nagpur and the neighbouring districts of the North-Western and Central Provinces. Pressure was about two-tenths of an inch in defect of the normal at the centre and the depression was hence of the same intensity as on the previous day. Pressure had again increased slightly in the southern half of the Peninsula and Ceylon, but was still a tenth of an inch below the normal on the Malabar Coast, thus indicating that the slight disturbance in the south-east of the Arabian Sea had not yet completely passed away. Winds were irregularly cyclonic in North-Eastern India. Light airs and calms obtained on the Ceylon and Malabar Coasts. Moderate to heavy snow had fallen in the Simla and Kumaon hills and light to moderate rain in the South-East Punjab and the adjacent districts of the North-Western Provinces. Weather continued showery in Ceylon and the extreme south of Madras. Temperature had decreased very rapidly in Baluchistan and North-Western India, the fall at several stations ranging between  $7^{\circ}$  and  $11^{\circ}$ . The mean temperature of the previous 24 hours was  $14^{\circ}$  below the normal at Simla, Chakrata, Mussoorie and Ranikhet,  $12^{\circ}$  at Murree and  $11^{\circ}$  at Quetta. It averaged  $5^{\circ}$  in defect in the Punjab and  $3^{\circ}$  in Rajputana and Sind due to very low day temperature. Temperature had, on the other hand, increased rapidly in



front and to the south of the advancing depression and was during the past day  $5^{\circ}$  above the normal in Berar and the Central Provinces,  $4^{\circ}$  in the Madras Deccan and Madras Coast and  $3^{\circ}$  above in Mysore, the Bombay Deccan, Central India, the Gangetic Plain and Orissa. The increased temperature in these areas was due chiefly to higher night temperature than usual. The lowest night temperature recorded in the plains was  $32^{\circ}$  at Rawalpindi, Peshawar and Sirsa and in the hills zero at Minimarg.

*Temperature* was more or less in excess of the normal throughout the week in Orissa, the Madras Deccan, the Madras Coast, Mysore and the west coast. The excess was, on the whole, greatest in the first two areas where it averaged  $4^{\circ}$  for the whole week. Temperature was very unsteady over the remainder of the country and varied very irregularly from the normal. This was specially the case in Baluchistan and North-Western and Central India where the temperature conditions were determined by the disturbances of the week. The second cold weather storm of the week was preceded by a warm wave of moderate intensity and followed by a cool wave of great severity. The crest of the warm wave was in Baluchistan on the 28th, Sind on the 29th, Rajputana on the 30th and the North-Western Provinces on the 31st. The cold wave in the rear of the storm appeared in Baluchistan and the West Punjab on the 30th and spread rapidly eastwards over the whole of North-Western India during the next 24 hours causing a reduction of temperature by amounts averaging  $9^{\circ}$  in Rajputana,  $7^{\circ}$  in Baluchistan and  $4^{\circ}$  in Sind and Gujarat. On the mean of the whole week temperature was normal over nearly the whole of Northern, Central and Southern India and slightly above the normal in Burma.

The following table gives temperature variation data for the week :—

PROVINCE.	VARIATION FROM NORMAL OF MEAN TEMPERATURE OF 24 HOURS PRECEDING 8 A.M. OF							Mean variation of week.
	25th.	26th.	27th.	28th.	29th.	30th.	31st.	
	°	°	°	°	°	°	°	°
Burma . . . . .	+3.2	+2.2	+2.0	+1.6	+1.7	+2.2	-0.1	+1.8
Assam . . . . .	-0.4	-0.8	-0.7	+1.3	-0.9	-4.0	-2.9	-1.2
Bengal . . . . .	+1.4	+0.1	+1.0	+3.0	+1.0	-1.7	-2.0	+0.4
Orissa . . . . .	+3.7	+3.4	+3.9	+6.0	+5.4	+0.9	+2.9	+3.7
Bihar . . . . .	+0.7	+1.0	+3.4	+3.3	+0.5	-2.3	+0.6	+1.0
Chota Nagpur . . . . .	+3.6	+3.5	+3.3	+3.7	-1.2	-1.9	+2.8	+2.0
North-Western Provinces and Oudh . . . . .	-0.1	+2.4	+1.5	+1.0	-0.6	+1.4	+3.1	+1.2
Punjab . . . . .	+1.0	+1.4	+1.6	+1.2	+2.5	-3.2	-5.1	-0.1
Sind . . . . .	+0.4	+0.9	+1.5	+4.7	+9.6	+1.0	-3.2	+2.1
Rajputana . . . . .	+1.5	+2.4	-0.3	-2.0	+0.8	+6.2	-2.9	+0.8
Gujarat . . . . .	+3.3	+0.9	-3.2	-2.6	-0.3	+1.6	-1.9	-0.3
Central India . . . . .	+1.9	+4.5	+0.8	-2.1	-2.3	+0.9	+3.0	+1.0
Central Provinces . . . . .	+4.1	+5.2	+5.9	+2.6	-1.8	+0.4	+4.7	+3.0
Berar . . . . .	+5.1	+7.0	+6.4	+1.3	-1.2	+0.7	+4.7	+3.4
West Coast . . . . .	+2.3	+1.9	+0.4	+0.4	+0.8	+1.3	+0.8	+1.1
Bombay Deccan . . . . .	+2.7	+3.4	+2.6	-0.6	-0.6	+1.0	+2.9	+1.6
Mysore . . . . .	+2.3	+1.5	+2.3	+2.9	+3.8	+3.2	+3.2	+2.7
Madras Coast . . . . .	+1.9	+2.5	+2.4	+3.6	+2.9	+3.3	+3.7	+2.8
Madras Deccan . . . . .	+2.6	+4.3	+3.8	+5.1	+4.6	+4.1	+4.4	+4.1
South India . . . . .	+2.0	+0.3	-3.0	-0.3	+1.4	+0.3	-1.1	-0.1
Mean for whole of India . . . . .	+2.2	+2.4	+1.8	+1.7	+1.4	+0.8	+0.9	+1.6

*Rain.*—A disturbance of a somewhat unusual character affected Ceylon and Southern-India during the week and gave excessive rain to East-Coast South and Madras South, moderate rain to Madras-South-Central and light rain to East-Coast Central and Malabar. The rainfall of the week was more or less above the normal in these areas, the excess being as much as 5.21 inches in East-Coast South which usually obtains only 0.67 inch of rain during the period and 2.46 inches in Madras South, the normal rainfall in which area averages only 0.47 inch.

The character of this remarkable downpour is shown more fully by the following data for four districts :—

DISTRICT.	Average actual rainfall of week.	Average normal rainfall of week.	Variation from normal.
	Inches.	Inches.	Inches.
Tanjore . . . . .	9'45	1'04	+8'41
South Arcot (Cuddalore) . . . . .	6'88	0'61	+6'27
Trichinopoly . . . . .	5'54	0'64	+4'90
Chingleput (Madras) . . . . .	5'39	0'49	+4'90

The weather in Northern India was determined solely by the passage of two cold weather storms across that area. The first of these which was a very feeble disturbance gave favourable showers to the North-West Provinces and the South-East and Submontane Punjab and some local showers to Chota Nagpur on the 26th and 27th, and to Assam and East Bengal on the 28th and 29th. The second storm which was of moderate intensity appeared in Sind on the 29th, and while travelling eastwards through Rajputana *during the day* gave rise to a subsidiary depression in the Punjab. The double disturbance occasioned light to moderate rain over the Punjab and the adjoining submontane districts of the North-Western Provinces and moderate to heavy snow in the North-West Himalayas between the 29th and 31st. Daily falls exceeding one inch in amount were registered at several stations in the plains, the largest being 1'34 inches at Gurdaspur on the 30th. The snowfall due to the disturbance was heaviest at Dharmasala where it was equivalent to 3'75 inches of rain.

The concluding rainfall statement shows that the rainfall of the week was abundant over the Punjab (excepting the western districts) and the west submontane and hill districts of the North-Western Provinces and light though more or less above the normal over nearly the whole of North-Eastern India.

The most noteworthy totals recorded during the week at individual rain-gauge stations were as follows :—

Nannilam (Tanjore) . . . . .	15'12 inches.
Jayankondasolapuram (Trichinopoly) . . . . .	13'42 "
South Arcot . . . . .	11'25 "
Kulasegarapatnam (Tinnevely) . . . . .	7'03 "
Dera (Kangra) . . . . .	3'81 "
Murree (Rawalpindi) . . . . .	3'00 "
Lansdowne (Garhwal) . . . . .	2'86 "
Una (Hoshiarpur) . . . . .	2'63 "

The chief features of the distribution of the rainfall period from 16th October to 31st December relatively to the normal may be summarized as follows :—

- (1) Practically no rain throughout the period in Deltaic and Central Bengal, Bihar, the eastern submontane districts of the North-Western Provinces, the West Punjab, the Eastern and Western districts of the Central Provinces, Kathiawar and Sind.
- (2) The rainfall of the period was practically normal, *i.e.*, varied by less than 20 per cent. from the normal in Assam Brahmaputra, North-Western Provinces (Central) Coorg, West Rajputana, Madras Central and East Coast Central.
- (3) It was in slight to moderate excess in Malabar and South Madras and in considerable to large excess in the western hill and west submontane districts of the North-Western Provinces, the South-East South and Submontane Punjab, the Punjab Hills, Mysore, Madras South Central and East Coast South.
- (4) It was in slight to moderate defect in North Oudh, Konkan and East Rajputana.
- (5) It was in large and marked defect over the whole of Burma, Bengal, Assam (excepting Assam Brahmaputra), South Oudh, the North-Western Provinces East and East Submontane, the Central North and West Punjab, Bombay Deccan, Khandesh, the Central Provinces, Berar, North Bombay, Central India East, East Coast North and Hyderabad South.

It may be noted that the rainfall in the Punjab occurred chiefly during the week under review.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING DECEMBER 31ST, 1898.			RAINFALL DATA FROM OCTOBER 16TH TO DECEM- BER 31ST, 1898.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, October 16th to December 31st.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim	0	0	0	2'69	5'26	- 49
	2. Lower Burma Deltaic	0	0'04	-0'04	2'58	7'21	- 64
	3. Central do.	0	0'01	-0'01	0'68	4'18	- 84
	4. Upper do.	0	0'06	-0'06	1'43	4'34	- 67
	5. Arakan	0	0	0	2'58	7'43	- 65
	6. Eastern Bengal	0'06	0'01	+0'05	0'86	4'30	- 80
BENGAL AND ANNAM	7. Assam Surma	0'07	0'02	+0'05	0'65	3'88	- 83
	8. Do. Hills	0'11	0'07	+0'04	1'21	4'13	- 71
	9. Do. Brahmaputra	0'32	0'06	+0'26	2'58	2'61	- 1
	10. Deltaic Bengal	0'02	0'01	+0'01	0'09	2'84	- 97
	11. Central do.	0'03	0'01	+0'02	0'05	2'31	- 98
	12. North do.	0'04	0'01	+0'03	0'41	2'37	- 83
NORTH-WESTERN PROVINCES AND OUDH.	13. Bengal Hills	0'06	0'03	+0'03	1'45	3'14	- 83
	14. Orissa	0	0'03	-0'03	0'52	5'34	- 90
	15. Chota Nagpur	0'11	0'02	+0'09	0'24	1'87	- 87
	16. South Bihar	0'02	0'03	-0'01	0'03	1'62	- 98
	17. North do.	0	0'03	-0'03	0'07	1'30	- 95
	18. North-Western Provin- ces East	0'05	0'04	+0'01	0'15	1'14	- 87
PUNJAB	19. South Oudh	0'07	0'11	-0'04	0'28	0'83	- 54
	20. North do.	0'10	0'05	+0'05	0'45	0'60	- 34
	21. North-Western Provin- ces Central	0'07	0'07	0	0'60	0'55	+ 9
	22. North-Western Provin- ces West	0'25	0'08	+0'17	0'65	0'41	+ 59
	23. North-Western Provin- ces East Submon- tane	0'01	0'03	-0'02	0'08	1'05	- 92
	24. North-Western Provin- ces West Submon- tane	0'54	0'10	+0'44	1'55	0'58	+ 167
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	25. North-Western Provin- ces Hills	1'69	0'14	+1'55	3'58	0'94	+ 272
	26. South-East Punjab	0'71	0'03	+0'68	1'01	0'40	+ 153
	27. South do.	0'53	0'03	+0'50	0'58	0'41	+ 41
	28. Central do.	0'22	0'09	+0'13	0'22	0'66	- 67
	29. Punjab Submontane	1'11	0'11	+1'00	1'25	0'74	+ 69
	30. Do. Hills	2'72	0'22	+2'50	3'95	1'55	+ 155
CENTRAL PROVINCES AND BERAR.	31. North Punjab	0'49	0'28	+0'21	0'62	1'49	- 58
	32. West do.	0'09	0'05	+0'04	0'09	0'25	- 64
	33. Malabar	0'53	0'10	+0'37	12'22	10'06	+ 21
	34. Madras South-Cen- tral	1'19	0'63	+0'56	15'10	10'30	+ 47
	35. Coorg	0'03	0'14	-0'11	7'16	8'20	- 13
	36. Mysore	0'05	0'14	-0'09	9'08	5'94	+ 53
BOMBAY (NORTH)	37. Konkan	0	0'03	-0'03	2'45	3'58	- 32
	38. Bombay Deccan	0	0'10	-0'10	2'31	4'18	- 45
	39. Hyderabad North	...	...	...	...	...	...
	40. Khandesh	0	0'13	-0'13	0'65	2'84	- 77
	41. Berar	0	0'10	-0'10	0'13	2'76	- 95
	42. Central Provinces West	0	0'05	-0'05	0'09	1'83	- 95
RAJPUTANA AND CENTRAL INDIA.	43. Central Provinces Cen- tral	0	0'06	-0'06	0'12	1'46	- 92
	44. Central Provinces East	0'01	0'09	-0'08	0'04	1'64	- 98
	45. Gujarat	0	0'01	-0'01	0'14	0'62	- 77
	46. Kathiawar	0	0'01	-0'01	0'06	0'35	- 83
	47. Sind	0	0'01	-0'01	0'01	0'24	- 90
	48. Baluchistan Hills	0'32	0'10	+0'22	0'44	0'85	- 48
MADRAS	49. Central India East	0'03	0'03	0	0'32	0'86	- 63
	50. Rajputana East, Cen- tral India West	0	0'02	-0'02	0'39	0'58	- 33
	51. West Rajputana	0	0'02	-0'02	0'21	0'23	- 9
	52. East Coast North	0'01	0'06	-0'05	4'18	9'03	- 54
	52-A. Do. do. (a)	0	0'37	-0'37	2'80	7'10	- 61
	53. Hyderabad South	0	0'03	-0'03	0'67	1'41	- 52
MADRAS	54. Madras Central	0'07	0'08	-0'01	4'04	5'56	- 17
	55. East Coast Central	0'44	0'11	+0'33	12'44	12'58	- 1
	56. Do. South	5'88	0'67	+5'21	33'51	19'24	+ 74
	57. Madras South	2'93	0'47	+2'46	17'89	13'49	+ 33

HEM RAJ,

Offg. Asst. Meteorological Reporter  
to the Government of India.

SIMLA the 5th January 1899.

T. W. HOLDERNESS.

Secretary to the Government of India

B

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 31ST  
DECEMBER 1897, AND FROM 1ST JULY TO 31ST DECEMBER 1898.

N.B.—As regards the figures in column *Total Earnings from 1st July 1898*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the second half of 1897.	LAST SIX DAYS OF DECEMBER 1897.				WEEK ENDING 31ST DECEMBER 1898.				Earnings from 1st July to 31st December 1897.	Earnings from 1st July to 31st December 1898.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.													
Standard gauge—													
East Indian	620	1,740	9,91,101	570	1,740	12,81,000	737	2,84,31,613	2,81,52,000	...	2,79,000	...	
Bengal Central	210	125	27,776	222	125	28,400	227	6,83,450	4,90,000	...	4,90,000	...	
Bengal-Nagpur	110	862	1,28,971	150	1,069	1,79,000	167	26,08,348	26,50,000	41,652	...	...	
Indian Midland (including Bhopal-Itarsi)	145	752	79,749	106	800	55,300	69	28,44,298	27,01,000	...	1,43,298	...	
Bezwada Extn. (East Coast State)	150	21	3,736	178	21	2,300	110	83,881	61,000	...	22,881	...	
Madras-Ennur sec. (Bezwada-Mad.)	133	9	436	48	9	800	89	29,291	17,300	...	11,991	...	
Metre gauge—													
Rajputana-Malwa (inclgd. G.-R.-Nagda)	196	1,815	3,62,712	200	1,815	4,74,000	261	92,41,863	96,74,000	4,32,137	...	...	
Palanpur-Deesa	41	17	470	28	17	500	29	18,340	13,200	...	5,140	...	
South Indian	168	1,042	2,23,030	213	1,018	1,37,000	135	45,57,345	40,92,000	...	4,65,345	...	
Mayavaram-Mutpet	95	54	4,755	88	54	3,800	70	1,33,298	1,21,000	...	12,298	...	
Southern Mahratta (inclgd. G.-M.-Fron. sec.)	110	1,165	1,00,061	86	1,165	96,800	83	33,22,090	23,52,000	...	9,70,090	...	
Mysore section (Southern Mahratta)	127	296	31,185	105	296	19,400	66	9,78,015	5,72,000	...	4,06,015	...	
Bengal and North-Western system	120	827	1,03,961	126	925	1,40,000	158	26,83,962	28,30,000	1,52,038	...	...	
Lucknow-Bareilly	67	200	17,434	87	200	31,400	157	3,49,754	4,15,000	65,246	...	...	
Assam-Bengal.	69	286	26,188	92	305	32,900	108	4,68,783	6,33,000	1,64,217	...	...	
Burma	153	888	1,66,715	188	930	1,70,000	182	35,10,845	38,13,000	2,90,155	...	...	
TOTAL	220	10,099	22,67,280	225	10,495	20,59,600	253	5,99,51,176	5,85,92,500	...	13,58	...	
State lines worked by the State.													
Standard gauge—													
North-Western (a)	243	2,885	6,57,751	228	2,886	7,17,000	248	1,83,35,577	1,65,03,000	...	18,32,577	...	
Oudh and Rohilkhand (inclgd. the m.g. link)	177	875	1,88,128	215	1,013	3,14,000	310	40,29,188	45,20,000	4,90,812	...	...	
Eastern Bengal (inclgd. metre & 2' 6")	411	818	3,20,227	391	824	3,17,000	385	87,43,880	78,40,000	...	8,97,880	...	
East Coast (b)	104	538	40,869	76	720	73,500	102	14,58,632	11,37,000	...	3,21,632	...	
Special gauges—													
Jorhat	67	28	2,369	85	28	2,500	80	44,161	50,100	5,939	...	...	
Cherra-Companyganj	...	...	...	...	...	(c)	...	...	(c)	...	...	...	
TOTAL	243	5,144	12,09,344	235	5,471	14,24,000	260	3,26,11,438	3,00,50,100	...	25,53	...	
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	328	1,491	5,87,490	394	1,491	8,94,000	600	1,27,26,320	1,46,23,000	18,96,680	...	...	
Bombay, Baroda and Central India	507	401	2,20,302	470	401	2,90,000	642	60,72,225	62,88,000	2,15,775	...	...	
Madras	200	840	1,82,414	217	840	2,41,000	287	56,75,752	50,91,000	...	5,84,752	...	
TOTAL	337	2,792	9,90,286	355	2,792	14,31,000	512	2,44,74,297	2,60,02,000	15,27,793	...	...	
TOTAL (GUARANTEED AND STATE)	250	18,035	44,00,910	248	18,758	35,14,000	294	11,70,36,911	11,40,50,000	...	23,86	...	
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	212	162	28,230	174	162	25,000	154	8,95,341	6,86,000	...	2,09,341	...	
Tarkessur	232	22	3,700	108	22	5,300	241	1,34,364	1,29,000	...	5,364	...	
Southern Punjab (Delhi-Samasata)	35	400	14,484	36	400	25,300	63	1,03,641	5,79,000	4,75,359	...	...	
Tapti Valley	...	...	...	...	36	500	14	...	(e) 2,500	2,500	...	...	
Metre gauge—													
Mymensingh-Jamalpur-Jagannathganj	...	...	...	...	33	800	24	...	(f) 11,600	11,600	...	...	
Rohilkund and Kumaon (Co.'s sec.)	126	66	4,099	62	66	5,800	88	2,15,842	2,48,000	12,158	...	...	
Bengal Doonars	184	36	6,040	168	36	3,400	94	1,74,313	1,62,000	...	12,313	...	
Dibru-Sadiya	195	78	12,237	157	78	12,500	160	3,85,919	3,99,000	12,081	...	...	
Ahmedabad-Parantij	44	55	2,010	37	55	3,200	58	5,677	64,100	11,423	...	...	
Special gauges—													
Darjeeling-Himalayan	300	51	13,582	266	51	5,000	98	3,98,456	3,89,000	...	9,456	...	
Barsi	93	21	3,063	146	21	3,000	143	52,431	39,100	...	13,331	...	
TOTAL	156	891	87,445	98	960	89,800	94	24,12,984	26,89,300	2,76,316	...	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Guona	21	74	1,563	21	74	4,800	65	38,663	70,600	31,937	...	...	
Bhopal-Ujjain	52	114	5,752	50	114	14,800	130	1,52,906	2,03,000	50,094	...	...	
Nagda-Ujjain	42	35	1,819	52	34	1,500	44	37,796	48,400	10,604	...	...	
The Nizam's guaranteed state	213	334	1,02,902	308	334	1,03,000	308	18,41,716	18,49,000	7,284	...	...	
The Gaekwar's Petlad	86	13	474	36	13	800	62	29,975	2,300	...	27,675	...	
Rajpura-Bhatinda	106	108	8,942	83	108	11,500	106	2,98,353	2,68,000	...	31,353	...	
Kolar Gold-fields	423	10	3,456	346	10	2,100	210	1,10,000	98,000	...	12,000	...	
Metre gauge—													
Yesvantpur-Mysore Frontier section (inclgd. M.-Nanjangud)	93	66	5,489	83	66	3,400	52	1,60,294	92,500	...	68,794	...	
The Gaekwar's Mehana	64	93	5,121	55	93	5,400	58	1,54,608	1,27,000	...	27,608	...	
Kolhapur	49	29	724	25	29	1,400	48	30,803	34,200	...	3,397	...	
Special gauges—													
The Gaekwar's Dabhoi	43	79	2,859	36	79	3,900	49	88,611	77,700	...	10,911	...	
Rajpipla	12	19	73	4	19	100	5	5,705	...	...	5,705	...	
Cooch Behar	44	22	1,148	52	22	1,100	50	25,586	...	...	24,486	...	
TOTAL	115	996	1,40,322	141	995	1,53,800	154	29,81,016	29,23,000	...	58,016	...	
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junagad-Porbandar	83	334	35,980	108	334	39,900	119	7,22,190	6,03,600	...	1,18,590	...	
Jetalsar-Rajkot	84	40	3,654	79	40	4,000	87	1,00,426	80,500	...	19,926	...	
Jamnagar	39	54	1,921	36	54	3,100	58	54,443	49,000	...	5,443	...	
Dhrangadra	...	...	...	...	21	1,100	52	...	21,000	21,000	...	...	
Jodhpore-Bikaner	57	364	20,898	57	405	35,900	89	5,40,595	7,08,000	1,67,405	...	...	
Godavari-Chitor	39	60	2,119	35	60	2,400	40	60,734	70,600	9,866	...	...	
Special gauge—													
Morvi	92	94	25,168	268	94	6,300	67	2,24,822	1,75,000	...	49,822	...	
TOTAL	69	952	89,740	94	1,014	92,700	91	17,03,219	17,07,100	3,881	...	...	
GRAND TOTAL	234	20,874	47,84,417	229	21,727	58,50,900	269	12,41,34,130	12,10,70,700	...	30,630	...	

(a) Includes Jammu and Kashmir and Hyderabad-Shadipatti rys.  
(b) Includes Bezwada-Madras ry.  
(c) Closed for traffic.

(d) From 10th November to 31st December, 1897.  
(e) From 1st to 31st December, 1898.  
(f) From 15th October to 31st December, 1898.

CALCUTTA, the 13th January 1899.

W. J. McELHINNY, Capt., R.E.,  
Offg. Under Secretary to the Govt. of India



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. XXXVIII of 1898-99.

## STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April, 1898*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	LAST SIX DAYS OF DECEMBER 1897.		WEEK ENDING 31ST DECEMBER, 1898.		Earnings from 1st April to 31st December, 1897.	Earnings from 1st April to 31st December, 1898.	Increase.	Decrease.		
		Mean mileage worked.	Earnings.		Mean mileage worked.					Earnings.	
			Total.	Per mile open.						Total.	Per mile open.
State lines worked by companies.											
Standard gauge—											
Bengal Central	654	1,740	9,91,101	570	1,740	12,82,000	737	4,33,02,394	4,37,05,000	4,02,606	...
Bengal-Nagpur	183	125	27,776	222	125	28,400	227	9,08,520	7,47,000	...	1,61,520
Indian Midland (including Bhopal-Itarsi)	139	862	1,28,971	150	1,069	1,79,000	167	42,65,273	48,10,000	5,44,727	...
Berwada extn. (East Coast State)	155	752	79,749	106	800	55,300	69	44,72,728	45,06,000	33,272	...
Madras-Ennūr sec. (Berwada-Mad.)	135	9	3,736	178	21	2,300	110	1,18,505	1,12,000	...	6,505
Mettur sec. (Berwada-Mad.)	135	9	430	48	9	800	89	45,078	30,000	...	15,078
Metre gauge—											
Rajputana-Malwa (inclgd. G.-R.-Nagda)	210	1,815	3,62,712	200	1,815	4,74,000	261	1,44,21,881	1,67,43,000	23,21,119	...
Palampur-Deesa	44	17	470	28	17	500	29	32,467	25,600	...	6,867
South Indian	106	1,042	2,22,030	213	1,018	1,37,000	135	70,07,548	64,43,000	...	5,64,548
Mayavaram-Mutpet	92	54	4,755	88	54	3,800	70	2,04,359	1,89,000	...	15,359
Southern Mahratta (inclgd. G.-M.-Fron. sec.)	113	1,165	1,00,061	86	1,165	96,800	83	54,58,395	40,85,000	...	13,73,395
Mysore section (Southern Mahratta)	123	290	31,185	105	290	19,400	66	14,90,005	9,84,000	...	5,06,005
Bengal and North-Western system	147	827	1,03,901	120	925	1,40,000	158	45,24,600	47,05,000	1,80,394	...
Lucknow-Bareilly	81	200	17,434	87	200	31,400	157	6,12,054	7,52,000	1,39,946	...
Assam-Bengal	73	286	20,186	92	305	32,900	108	7,12,591	9,72,000	2,59,409	...
Burma	186	888	1,66,715	188	930	1,70,000	182	57,70,159	60,23,000	2,46,841	...
TOTAL	243	10,099	22,07,280	225	10,495	26,59,600	253	9,33,53,829	9,48,31,600	1,47,771	...
State lines worked by the State.											
Standard gauge—											
North Western (a)	236	2,885	6,57,751	228	2,886	7,17,000	248	2,55,43,694	2,79,58,000	24,14,306	...
Oudh and Rohilkhand (inclgd. the m.g. link)	195	875	1,88,128	215	1,013	3,14,000	310	64,50,538	73,94,000	9,43,462	...
Eastern Bengal (inclgd. metre & 2'6")	302	818	3,20,227	291	824	3,17,000	325	1,16,26,400	1,09,18,000	...	7,08,400
East Coast (b)	100	538	40,869	76	720	73,500	102	21,47,343	19,38,000	...	2,09,343
Metre gauge—											
Torhat	69	28	2,369	85	28	2,500	89	71,406	70,900	...	506
Cherra-Companyganj	44	...	...	...	...	(c)	...	(d) 2,033	(e) 900	...	1,133
TOTAL	235	5,444	12,09,344	235	5,471	14,24,000	260	4,58,41,474	4,82,79,800	24,38,326	...
Lines worked by guaranteed cos.											
Standard gauge—											
Great Indian Peninsula system	381	1,491	5,87,490	394	1,491	8,94,000	600	2,01,88,769	2,51,74,000	49,85,231	...
Bombay, Baroda and Central India	586	401	2,20,382	478	401	2,60,000	642	1,06,82,887	1,21,99,000	15,16,113	...
Madras	201	840	1,82,414	217	840	2,41,000	287	86,77,022	80,15,000	...	6,62,022
TOTAL	379	2,792	9,90,286	355	2,792	14,31,000	512	3,95,48,678	4,53,88,000	58,39,322	...
RAIL (GUARANTEED AND STATE)	262	18,035	44,66,910	248	18,758	55,14,600	294	17,87,43,931	18,84,99,400	97,55,419	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	207	162	28,230	174	162	25,000	154	12,42,940	11,02,000	...	1,40,940
Larkessur	278	22	3,700	108	22	5,300	241	2,25,270	2,20,000	...	5,270
Southern Punjab (Delhi-Samātsatā)	42	400	14,484	36	400	25,300	63	(f) 1,03,641	11,22,000	10,18,359	...
Tapti Valley	...	...	...	...	36	500	14	...	(g) 2,500	2,500	...
Metre gauge—											
Mymensingh-Jamalpur-Jagannath-ganj	...	...	...	...	33	800	24	...	(h) 11,600	11,600	...
Roukhand and Kumaon (Co.'s sec.)	121	66	4,099	62	66	5,800	88	3,24,847	3,71,000	46,153	...
Bengal Doars	149	36	6,040	168	36	3,400	94	2,32,710	2,18,000	...	14,710
Tibru-Sadiya	198	78	12,237	157	78	12,500	100	5,91,767	5,96,000	4,233	...
Ahmedabad-Parantij	45	55	2,010	37	55	3,200	58	(i) 69,068	1,18,000	48,932	...
Metre gauge—											
Darjeeling-Himalayan	274	51	13,582	266	51	5,000	98	5,88,549	5,95,000	6,451	...
Burai	125	21	3,063	146	21	3,000	143	96,728	82,900	...	13,828
TOTAL	147	891	87,445	98	960	89,800	94	34,75,520	44,39,000	9,63,480	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
Bina-Goonna	26	74	1,563	21	74	4,800	65	71,508	1,00,000	28,392	...
Bhopal-Ujjain	61	114	5,752	50	114	14,800	130	2,53,199	3,18,000	64,801	...
Nagda-Ujjain	60	35	1,819	52	34	1,500	44	77,384	93,300	15,916	...
The Nizam's guaranteed state	211	334	1,02,902	308	334	1,03,000	308	26,90,400	29,28,000	2,37,600	...
The Gaekwar's Petlad	84	15	474	36	13	800	62	52,107	40,600	...	11,507
Kapurthala-Bhatinda	122	108	8,942	83	108	11,500	106	5,11,839	4,89,000	...	22,839
Kolar Gold-fields	402	10	3,490	340	10	2,100	210	1,56,863	1,52,000	...	4,863
Metre gauge—											
Yavatpur-Mysore Frontier section (inclgd. M.-Nanjangud)	84	66	5,489	83	66	3,400	52	2,35,528	1,58,000	...	77,528
The Gaekwar's Mehsana	71	93	5,121	55	93	5,400	58	2,62,212	2,41,000	...	21,212
Kolhapur	57	29	724	25	29	1,400	48	68,304	57,600	...	10,704
Metre gauge—											
The Gaekwar's Dabhoi	51	79	2,859	36	79	3,900	49	1,61,038	1,51,000	...	10,038
Rajpipla	11	19	73	4	19	100	5	5,705	8,200	2,495	...
Coch Behar	54	22	1,148	52	22	1,100	50	42,922	45,700	2,778	...
TOTAL	120	996	1,40,322	141	995	1,53,800	154	45,89,109	47,82,400	1,93,291	...
Lines owned by native states.											
Metre gauge—											
Bhavnagar-Gondal-Junagad-Porbandar	97	334	35,980	108	334	39,900	119	12,77,701	12,85,000	7,279	...
Jaisalmer-Rajkot	82	46	3,054	79	46	4,000	87	1,54,064	1,34,000	...	20,064
Jamnagar	38	54	1,921	36	54	3,100	58	(j) 84,470	81,300	...	3,170
Dharampur	...	...	...	...	21	1,100	52	...	(k) 23,100	23,100	...
Jamnagar-Bickaneer	62	364	20,898	57	405	35,900	89	8,82,502	10,45,000	1,62,498	...
Chhapre-Chitor	38	60	2,119	35	60	2,400	40	92,705	1,11,000	18,295	...
Metre gauge—											
Morvi	83	94	25,163	268	94	6,300	67	3,34,072	3,03,000	...	31,072
TOTAL	75	952	89,740	94	1,014	92,700	91	28,25,540	29,82,400	1,56,860	...
GRAND TOTAL	243	20,874	47,84,417	229	21,727	58,50,900	209	18,96,34,150	20,07,03,200	1,10,69,050	...

(a) Includes Jammu and Kashmir and Hyderabad-Shadipali r.s.

(b) Includes Berwada-Madras r.s.

(c) Closed for traffic.

(d) From 1st April to 1st May, 1897.

(e) From 1st to 30th April, 1898.

(f) From 10th November to 31st December, 1897.

(g) From 1st to 31st December, 1898.

(h) From 15th October to 31st December, 1898.

(i) From 1st May to 31st December, 1897.

(j) From 8th April to 31st December, 1897.

(k) From 1st June to 31st December, 1898.

W. J. MCELHINNY, Capt., R.E.

Chief Engineer, Public Works Department, Govt. of India.

GOVERNMENT OF INDIA.  
FINANCE AND COMMERCE DEPARTMENT.  
**SEPARATE REVENUE.**  
**Post Office.**

**REVIEW OF THE ANNUAL REPORT ON THE POST OFFICE OF INDIA FOR  
1897-98.**

No. 212 S. R., dated Calcutta, the 13th January 1899.

RESOLUTION—By the Government of India, Finance and Commerce Department.

READ—

Report on the Post Office of India for the year 1897-98.

**RESOLUTION.**—The continuous and steady progress shown in previous years in the operations of the Post Office was more than maintained during the year under review, although the year was one of special strain and unusual demands upon the resources of the Department. The interruptions caused by earthquake and cyclone in Bengal, the need for exceptional and important arrangements in connection with the military operations on the north-western frontier, and the effects of famine and plague experienced by this as by other Departments of Government, all added special features to the history of the year. The requirements of modern Postal Administration were met by the enactment of a new Post Office Act which did not, however, come into force until 1st July 1898, and efforts were made in various directions to improve and perfect the existing organisation. In the working of the Inland Post the following were noticeable features :—

- (1) The improvement of postal facilities in rural districts.
- (2) The extension of the Postal Life Insurance scheme to all Government servants whose pay is audited in Civil or Public Works Account offices, and to all members of establishments of the Military Department subject to civil rules, whose pay is audited by Military Account offices.
- (3) The further extension in the North-Western Provinces and Oudh of the arrangements for the sale of quinine through the agency of the Post Office.
- (4) The experimental payment by money orders in the Punjab of petty sums as compensation for land taken up under the Land Acquisition Act.
- (5) The use of money orders for the payment of Municipal refunds in Amritsar.
- (6) The introduction by the Government of the Punjab of a scheme to encourage the use of the Post Office Savings Banks by the cultivating class.
- (7) The disuse of receipt forms to be filled up by the senders of ordinary registered parcels, and the introduction of an arrangement under which, for half an anna, a certificate of posting may be obtained for any number of unregistered parcels or value-payable unregistered packets not exceeding six.
- (8) Improvements in the mail service between Bombay and Calcutta *via* Nagpur and Jubbulpore.



- (9) The introduction experimentally into Calcutta of a scheme of "continuous delivery" in selected parts of the city served by postmen attached to the General Post Office.

2. In the administration of the Foreign Post, the principal events were as follows :—

- (1) The meeting of the International Postal Congress at Washington, and the participation of India in the Union Parcel Post Convention.
- (2) The conclusion of a new contract with the Peninsular and Oriental Steam Navigation Company with effect from the 1st February 1898, for a combined Eastern and Australian mail service under which the time in transit from London to Bombay has been materially reduced.
- (3) Arrangements for the exchange of postal parcels between India and the United Kingdom *via* Italy and France in addition to the exchange by the sea route *via* Gibraltar.
- (4) The direct exchange of postal parcels, on the basis of the Union system, between India and France and Germany.
- (5) The extension of the foreign parcel post to Western Australia, New Zealand, German South-West Africa, Peru and the State of Honduras.
- (6) Arrangements for the exchange of postal parcels weekly with the Colonies of New South Wales, South Australia, Victoria, and Tasmania by the route *via* Tuticorin and Colombo, in place of the former fortnightly exchanges.
- (7) The introduction of a weekly parcel post service with Queensland in place of the four-weekly service previously in existence, *via* Bombay, Aden, and Torres Straits.
- (8) The re-opening of the parcel post with Egypt and certain places served through Egypt, and with Gibraltar and Tangiers, which had been temporarily interrupted by quarantine restrictions.
- (9) The extension of the foreign money order system to the Niger Coast Protectorate and Rhodesia.

3. The transactions of the Imperial Post Office during the year under review, in comparison with those of the previous year, are shown below :—

	1896-97.	1897-98.	Percentage of increase + or decrease —.
Number of Imperial Post Offices	9,948	10,263	+3.16
Number of letter-boxes (in addition to those at Post Offices)	16,952	17,721	+4.54
Number of letters and post-cards issued for delivery	386,950,269	408,797,236	+5.65
Number of newspapers issued for delivery	29,778,291	31,891,484	+7.09
Number of registered parcels issued for delivery	2,555,209	2,767,639	+8.31
Number of unregistered parcels issued for delivery	153,560	198,351	+29.17
Number of packets issued for delivery	19,341,398	21,364,415	+10.46
Number of letters and parcels insured	298,228	326,645	+9.53
Number of inland money orders issued	10,947,571	11,664,350	+6.55
Value of inland money orders issued	R 21,97,28,206	24,23,37,096	+10.29
Commission realised on inland money orders issued	R 27,92,116	30,57,199	+9.49
Number of telegraphic money orders issued	145,849	156,075	+7.01
Value of telegraphic money orders issued	R 1,73,27,359	1,88,52,969	+8.80

	1896-97.	1897-98.	Percentage of increase + or decrease —.
Commission realised on telegraphic money orders issued . . . . . R	1,78,301	1,95,274	+ 9.52
Number of foreign money orders issued from India . . . . .	59,654	68,350	+ 6.20
Value of foreign money orders issued from India . . . . . £	206,507	224,346	+ 8.64
Number of foreign money orders paid in India . . . . .	35,036	39,743	+ 13.43
Value of foreign money orders paid in India . . . . . £	186,896	221,024	+ 18.26
Number of articles sent under the value-payable system . . . . .	2,009,092	2,180,465	+ 8.53
Value declared for realisation under the value-payable system . . . . . R	2,30,39,800	2,56,62,825	+ 11.38
Commission realised on articles sent under the value-payable system . . . . . R	4,11,839	4,56,613	+ 10.87
<i>Mileage of Imperial mail lines.</i>			
Railways . . . . .	19,410	20,283	+ 4.49
Mail carts, horses, camels, etc. . . . .	5,414	5,263	— 2.79
Runners and boats . . . . .	47,444	48,318	+ 1.84
Steamer services, sea and river . . . . .	13,751	14,856	+ 8.03

4. There was an increase of 26 millions in the number of postal articles (excluding money orders) issued for delivery during the year, contributed to by increases of over 12½ millions under post-cards, of about 8½ millions in the case of paid letters, and of over 2 millions each under the head of newspapers and book and pattern packets. The percentage of increase in all articles taken together, was largest in the Punjab circle and is accounted for by the large bodies of troops collected there during the year. The popularity of the post-card continues to increase, and, as in last year, in the Bengal, Bombay, the Punjab, and Eastern Bengal circles, the number of post-cards exceeded the number of paid letters. The total number of unpaid letters was more than 29½ millions, the proportion being highest in Burma and Behar. The total number of letters registered during the year was more than 9½ millions, of which nearly a quarter were posted in Madras. Notwithstanding the increase of nearly 30 per cent in the number of unregistered parcels sent under the system newly introduced in 1895-96, the total number of parcels registered during the year was 8.31 per cent in excess of the number during the preceding year. The number of postal articles issued (excluding money orders) was 1.63 per head of the general and 38.58 per head of the literate population in comparison with 1.54 and 36.39 per head, respectively, during 1896-97. The figures of foreign correspondence with the United Kingdom show an increase of 21.73 per cent in the newspaper and packet mails received from home, which is in continuation of a similar increase in the previous year. There was also an increase of 13.36 per cent in the number of letters and post-cards received. These latter statistics are based on the weights recorded twice during the year, and in the absence of any special reason for the increase, the Director General doubts if the periods taken for the purposes of calculation were representative of the rest of the year.

5. The total number of postal articles (including money orders) received for delivery, was 466,643,617, the number actually delivered being 462,122,844 or 99.03 per cent as compared with 99.06 in the previous year. The number of articles ultimately found to be undisposable was 1,092,724 or 0.2 per cent of the aggregate number given out for delivery. From a special enumeration made for three months in the Bengal Dead Letter Office, it appeared that in the Bengal, Eastern Bengal and Assam Circles, 3,188 letters, 4,656 newspapers, and 284 packets were posted without any address at all, while in articles opened in the Dead Letter Offices of Bengal, Bombay,



Madras, the North-Western Provinces and Oudh, and the Punjab, cheques, notes, bills and hundis, etc., were found to the total value of Rs 2,55,435 and £610, the greater part of which was successfully returned.

6. Under the head of "Money orders" the entire transactions of the year (comprising inland, Native State and foreign money orders) continue to show a considerable increase, as noted below :—

	1896-97.	1897-98.	Percentage of increase + or decrease —.
Number of orders issued .	11,068,726	11,795,041	+ 6.56
Value of orders issued . R	22,50,41,069	24,79,45,455	+ 10.18
Commission realised on money orders issued . R	28,40,581	31,09,846	+ 9.48
Number of orders paid .	11,144,141	11,875,905	+ 6.57
Value of orders paid . R	22,83,75,091	25,26,88,159	+ 10.65

The inland money order business shows a continuous and steady progress, and the transactions (excluding transactions in Native States) in the first complete year after its transfer from the Treasuries to the Post Office and during the last two years, compare as follows :—

	1880-81.	1896-97.	1897-98.
Number of orders . . .	1,604,174	10,947,571	11,664,350
Value of orders . . . R	4,57,08,580	21,97,28,206	24,23,37,096
Commission realised on orders . . . R	5,55,976	27,92,116	30,57,199

The average value of an inland money order has for some years remained practically stationary at rather less than Rs 21. The transactions in the Lower Provinces of Bengal continue to be on a larger scale than in any other circle and in the year under report comprised more than one-third of the total for the whole of India. The issue of revenue money orders in the North-Western Provinces and Oudh recovered, both in number and value, from the check caused during the previous year by the prevalence of famine, but in the Central Provinces famine continued to interfere with the number of such orders, although there was an increase in their value. The system of remitting miscellaneous Government dues through the post continued to make progress in Bengal, the North-Western Provinces and Oudh, and the Punjab. There was a considerable improvement in the number of rent money orders issued in the North-Western Provinces and Oudh, but there was a slight falling off in the Central Provinces both in number and value, while in Bengal there was a slight increase in number accompanied by a decline in the aggregate value.

Particulars of the money order transactions in Native States during the last two years are given below :—

	1896-97.	1897-98.	Increase + or decrease —.
Number of orders issued in Native States . . .	80,935	76,043	—4,892
Value of orders issued in Native States . . . R	19,28,527	22,67,524	+ 3,38,997
Number of orders paid in Native States . . .	44,630	47,709	+ 3,079
Value of orders paid in Native States . . . R	12,66,057	13,60,175	+ 94,118

Compared with the figures for 1896-97 the transactions of the year under review show an increase under each head, except in the number of orders issued in Native States which decreased by 4,892.

The transactions in telegraphic money orders are shown below :—

	1896-97.	1897-98.	Increase + Decrease —.
Number of orders issued .	145,849	156,075	+ 10,226
Value of orders issued . R	1,73,27,859	1,88,52,969	+ 15,25,610
Commission realised on orders issued . R	1,78,301	1,95,274	+ 16,973
Number of orders paid .	136,583	155,000	+ 18,417
Value of orders paid . R	1,60,28,357	1,97,10,943	+ 36,82,586

There was a large increase both in the number and value of telegraphic money orders issued. It occurred principally in Bombay and is said to have been due to some extent to telegraphic remittances despatched by dealers for the purchase of grain for the famine-stricken districts in the Deccan; this method of remittance was also more frequently resorted to by emigrant labourers and others for the relief of urgent distress in their homes.

The number of sterling money orders issued rose from 59,654 in 1896-97 to 63,350 in 1897-98, and their value from £206,507 to £224,346, while in the case of sterling money orders received for payment in India, there was an increase in number from 35,036 in 1896-97 to 39,743 during the year under report, and in value from £186,896 to £221,024. The average value of a money order issued from India during 1897-98 was £3-10-10 as compared with £3-9-3 during the previous year, and that of a money order paid in India £5-11-3 against £5-6-8 in 1896-97.

As regards the money order transactions with foreign countries with which the Indian Post Office has exchanges based on Indian currency, the most remarkable increase occurred in the orders issued in British East Africa payable in India, which rose from about  $4\frac{1}{2}$  lakhs in 1896-97 to over  $7\frac{1}{2}$  lakhs in 1897-98. The total payments made by India on account of money orders advised by foreign countries were more than six times the amount of the issues by India on the same countries. The telegraphic money order transactions between India and Ceylon showed a considerable further development in both directions, there being an increase of 253 in the number and of Rs. 348 in the value of telegraphic money orders issued by India on Ceylon, and of 4,362 in the number and Rs. 3,03,608 in the value of orders issued by Ceylon on India.

7. The operations of the Post Office Savings Banks during the last two years are compared below:—

	1896-97.	1897-98.	Percentage of increase + or decrease —.
Number of banks . . .	6,420	6,290	—2.02
Number of accounts opened during the year . . .	208,140	175,946	—15.46
Number of accounts closed during the year . . .	148,712	158,879	+6.83
Number of accounts at the close of the year . .	713,320	730,387	+2.39
Amount of deposits during the year . . . R	5,66,10,981	4,36,52,446*	—22.89
Amount of withdrawals during the year . . . R	5,36,54,634	4,99,75,568*	—6.85
Amount of interest which accrued during the year R	30,12,992	28,03,689	—6.94
Amount of balance at the close of the year . . . R	9,62,92,411	9,28,72,978	—3.65
Average balance of each account . . . . . R	135.13	127.15	—5.90

There were several noticeable features in the transactions of the year of which however no special explanation is furnished; fewer accounts were opened and a less amount deposited, while for the first time since 1889-90, the closing balance was reduced below the figure of the previous year owing to the amount withdrawn being in excess of the amount deposited by more than the interest for the year. The late famine has no doubt been the chief factor in these results. Out of 730,387 active accounts at the close of the year, 36,386 were security deposit accounts, 5,735 public accounts, and 173 regimental and other conjoint accounts. Of the remaining 688,093 private accounts, with an aggregate credit of over 840 lakhs, 89,596 with a balance of over 160 lakhs were held on behalf of minors by their parents, relatives and guardians. Of the total number of accounts, 91.14 per cent were held by natives of the country, while considering the depositors according to their occupations, the largest numbers were under the heads of the professional and domestic classes and those of no occupation or with incomes derived from others or from their own property. The number of agricultural depositors increased by 14.07 per cent, but their total number is still small.

\* Inclusive of Rs. 14,62,868 balance of accounts transferred from one Post Office to another.



8. The total number of letters and parcels insured during the year amounted to 326,645 in comparison with 298,228 in the previous year, and the total insured value to R10,00,62,590 against R8,81,85,426; the insurance fees increased from R2,34,945, during the previous year, to R2,65,550 during the period under report. The largest increase in the number of parcels insured occurred in Bombay and is attributed in a great measure to the panic caused by the plague, during which many of the Marwari and other foreign traders made use of the postal insurance as the cheapest and safest method of despatching their valuables to their homes. Claims for compensation on account of the loss of insured articles or the abstraction of their contents numbered 34 as against 54 in the preceding year. Of these 24 were admitted, of which in 12, the loss was caused by fraud or negligence on the part of the servants of the Post Office; 6 claims arose out of losses by highway robbery of mails in British territory, and 6 claims were on account of insured articles lost in the Rivers Steam Navigation Company's steamer *Loohit* which sank with all the mails on board. The claims admitted involved the payment of R7,045 or 2.65 per cent of the total amount realised from insurance fees, as compared with a percentage of 4.57 in the previous year. In the case of one claim which was rejected, the sender was prosecuted and convicted for making a false declaration that the enclosures, consisting of a few old letters, were currency notes.

9. The value-payable business which has practically doubled since 1890-91 continued to develop during the year under report, the total number of articles so sent having risen from 2,009,092, during 1896-97, to 2,180,465, the total amount specified for recovery from the addressees from R2,30,39,800 to R2,56,62,825, and the commission realised from R4,11,839 to R4,56,613. The increase was thus 8.53 per cent in the number of articles, 11.38 per cent in the value specified for recovery, and 10.87 per cent in the commission realised. As formerly, the bulk of the business (about two-fifths) was transacted in the Bengal Circle, or practically in Calcutta, in which 779,808 out of a total of 818,602 articles were posted, and 88 lakhs out of the sum of over 92½ lakhs of rupees recovered from the addressees were payable. The value-payable business with Ceylon continued to show steady progress. The number of value-payable articles despatched from India to Ceylon rose from 21,713 to 23,697 in 1897-98, and their value from R1,98,071 to R2,07,000.

10. The number of complaints by the public against the Post Office showed an increase of 1.21 per cent. The proportion of cases in which the complaints were found to be well-founded was only 35.02 per cent of the whole number, while the percentage of complaints held to be groundless was 38.58. In the remaining cases investigations were either pending or had proved inconclusive.

11. As in previous years, the transactions connected with the receipt of salt revenue through the agency of the Post Office during the year were of small importance, the amount of revenue realised on this account having been R1,56,050 only on 57,786 maunds of salt, against R1,39,372 on 51,305 maunds of salt in the preceding year.

12. The total number of pensioners of the Native Army paid during the year in the Punjab was 24,713 against 24,112 in 1896-97, and the amount paid to them R17,82,147 in comparison with R17,46,333 in the preceding year.

13. The financial results of the working of the Post Office during the year under review are compared below with those of the previous two years:—

	1895-96. R	1896-97. R	1897-98. R
Revenue . . . . .	1,71,29,619	1,78,34,737	1,87,84,663
Expenditure . . . . .	1,64,33,167	1,69,81,561	1,72,95,858
+ Surplus or — Deficit .	+ 6,96,452	+ 8,53,176	+ 14,88,805

Excluding, however, from the figures of expenditure the District Post charges (other than in Baluchistan) which are provided for by local cesses (R12,04,904, R12,75,420 and R13,38,110 in the respective years), and including the indirect charges detailed in section XI of the Report (R8,11,615, R8,00,918, and R8,74,242 in the respective years), the resulting surpluses are R10,89,741, R13,27,678 and R19,52,673. As remarked by the Director General,

considering the prevalence of plague and famine during the year, the continued progress in the Department is the more noticeable.

14. As already mentioned, a new Post Office Act was introduced and passed by the Legislature during the year, although it did not actually come into force until the 1st July 1898. Experience had shown the necessity of giving further legal protection to the Post Office, and more extensive powers to enable its officers to deal with different abuses. The course of English postal legislation has suggested the need for new penalties, and it was desirable to bring within the provisions of the law, the different new schemes, such as postal insurance and the value-payable and money order systems, which, having been introduced since the previous Postal Act of 1866, had hitherto remained outside its scope. Enabling powers were conferred by the new Act for dealing by rule with numerous questions of postal practice and procedure affecting the public, and the opportunity was taken to recast and re-arrange much of the original matter of the law.

15. The Department, of the work of which the far-reaching nature and the continuous development are amply illustrated in the Report, was ably administered throughout the year by Mr. Fanshawe, to whom the acknowledgments of the Government are due, as they are due also to Mr. H. M. Kisch for his services as delegate for India at the Washington Postal Congress. The Governor General in Council notices with satisfaction the names of the following officers as having rendered especially good service during the year:—

Messrs. P. Sheridan, J. Owens, E. A. Doran; Rai Daulat Ram Bahadur, C.I.E.; Mr. W. T. Van Someren, C.I.E.; Babu Praphulla Chandra Banerji; Messrs. H. C. Sheridan, A. Bean, L. Byrne, C. J. Stowell, A. B. Thompson, A. D. Appleby, N. M. Cama, G. O. Hart; Lala Bhagwandas and Babu Rash Bihari Dass.

The valuable services rendered by the Department in connection with the late disturbances on the north-western frontier have already been separately acknowledged.

ORDER.—Ordered, that a copy of this Resolution be forwarded to the Director General of the Post Office of India, and that the Report and the Resolution be published in the *Gazette of India*.

H. H. RISLEY,

*Offg. Secy. to the Govt. of India.*



ANNUAL REPORT  
ON  
THE POST OFFICE OF INDIA  
FOR THE YEAR  
1897-98.

No. 216 C., dated the 31st October 1898.

From—A. U. FANSHAWE, Esq., C. S. I., Director General of the Post Office of India,  
To—The Secretary to the Government of India, Department of Finance and Commerce.

I have the honour to submit the Annual Report on the Post Office of India for the official year 1897-98.

2. The administration of the Department was in my hands throughout the year.

3. The year has been one of special work and of special demands upon the resources of the Department in various directions. It was remarkable for the convulsions of nature in the east of the Peninsula, which seriously affected postal arrangements. The earthquake in Assam and Bengal of the 12th June 1897 was followed by the great cyclone at Chittagong on the 24th October 1897. The first-named disaster destroyed large portions of the railway line, causing prolonged interruptions in traffic and necessitating the rapid organization of other means of communication under the greatest difficulties. On both occasions extensive damage was done to the buildings of the Department.

The postal arrangements for the important military operations on the North-West Frontier involved exceptional labour and responsibility, and constituted a severe tax on the powers of organization of the postal authorities in the Punjab. They have been separately reported on, and the success in carrying them out has already been recognized by Government.

During the course of the year, a new Post Office Act was introduced and passed by the Legislature though it did not actually come into force until the 1st July 1898. The old Act was defective in many ways and modern postal administration had quite outgrown its provisions. A large amount of personal work devolved upon me in the preparation of this Act, and in dealing with it at its various stages until it became law.

The effects of the famine were chiefly confined, as far as the Post Office was concerned, to an increase in money order transactions, owing to emigrant labourers, servants, and others making a larger use of the system than usual for the purpose of sending remittances to their homes in the famine-stricken tracts. The plague affected Post Office work less than in the previous year, owing, no doubt, to the population having grown more accustomed to it. It led to an increase in postal insurance business, chiefly between the Bombay Presidency and Rajputana, caused by money lenders and traders leaving their places of business

Charge of  
the Post  
Office  
Principal  
events,  
Inland Post.

for their homes and sending their valuables in advance by the post. The Post Office lost several of its servants from plague, and postal work in Bombay, Karachi and other plague-infected centres required specially careful supervision.

During the year special attention has been paid to the improvement of postal facilities in rural districts. The progress made in this respect is marked by the addition of 284 branch offices and 110 village postmen paid from Imperial and District Post Funds to the previously existing number. The increases have been greatest in the North-Western Provinces and Oudh, Bengal and the Punjab circles. At the same time steady progress has been made in the way of improving the position of the humbler servants of the Department. More would have been done in this direction had it not been that other important measures, which could not be carried out in 1896-97 owing to the necessity for strict economy, had to be made a charge against the grant for the year under review.

The last two months of the year saw the extension of the Postal Life Insurance scheme to all Government servants whose pay is audited in Civil or Public Works Account Offices, and to all members of establishments of the Military Department subject to Civil Rules whose pay is audited by Military Account Offices. It is too soon to form any confident opinion as to the success of this extension, but the results, so far, seem to show that it will be appreciated by the servants of the other Departments to which the scheme has now been made applicable. The sale of quinine through the agency of the Post Office was still further extended in the North-Western Provinces and Oudh. In the Punjab the money order system was adapted experimentally to the payment of petty sums for compensation under the Land Acquisition Act to the owners of the land taken up. A successful experiment in using the same system for the payment of Municipal refunds was made in Amritsar, while the Punjab Government set on foot a scheme under which it is hoped that the cultivating class may be induced to make more use of the Post Office Savings Bank than has been the case in the past. It may be added that further measures were taken to prepare for a decentralisation of money order audit, but definite proposals to complete the scheme were not made till 1898-99.

During the year senders of ordinary registered parcels were exempted from the trouble of filling up a form of receipt, and various minor changes in the parcel post rules were made. Among other changes the public was given the privilege of obtaining, for half an anna, a certificate of posting for any number of unregistered parcels or value-payable unregistered packets not exceeding six.

The improvements in the mail service between Bombay and Calcutta, *via* Nagpur and Jubbulpore, referred to in last year's report, came into effect during the year under review. The acceleration has been carried out most successfully by the railways concerned. The weekly special train from Bombay to Calcutta now brings the foreign mails into Calcutta about 45 hours after the steamer is signalled at Bombay, and all the most important places in Northern India share in this improvement. Under the new mail contract with the Peninsular and Oriental Steam Navigation Company, the outward foreign mail steamer leaves Bombay at 2 P.M. on Saturdays throughout the year, and it was found necessary to employ a weekly special train from Allahabad to Bombay to carry the mails from the Calcutta side, while a similar service was introduced from Jhansi to Itarsi for the benefit of the Punjab and other parts of Northern India. The outward foreign mails now leave Calcutta less than 44 hours before the mail steamer starts from Bombay, instead of leaving, as formerly, 68 hours in the fair weather, and 65 in the monsoon, in advance of that time.

In Calcutta a novel scheme of "continuous delivery" was experimentally introduced in selected parts of the city served by postmen belonging to the General Post Office. The experiment proved so successful that, towards the



close of the year, it was extended to the beats of all the postmen attached to the General Post Office. The object of this system is to give a continuous delivery of correspondence throughout the day at a minimum cost to the Department, and the result has been a very large increase of local correspondence which did not formerly pass through the post at all.

Besides the interruptions in the postal service caused by the earthquake of June, there were serious breaks during the year on the Great Indian Peninsula, Southern Mahratta, Nizam's Guaranteed State, North-Western, and Bengal and North-Western Railways, causing a temporary dislocation of mail arrangements, while a landslip which occurred on the Kathgodam-Naini Tal road in the end of September 1897 blocked the road for a week. A serious disaster also took place on the 2nd April 1897, when the S. S. "Loohit" sank with all the mails on board in the river Megna outside Chandpur.

4. The following were the principal events of the foreign post. The fifth Principal events, Foreign post. International Postal Congress was held during the year at Washington in May and June 1897, at which a number of material changes, some of them going to the root of the Union system, were decided upon, and an important step was taken by the Indian Post Office in declaring its intention to become a party to the Union Parcel Post Convention. The Acts of this Congress do not, however, come into force until the 1st January 1899. The British protectorate of Sarawak and the Orange Free State entered the Universal Postal Union, the former in July 1897 and the latter in January 1898. A new contract was negotiated with the Peninsular and Oriental Steam Navigation Company for a combined Eastern and Australian mail service, which came into operation on the 1st February 1898. The time in transit from London to Bombay under the new contract has been reduced from 395 hours and 35 minutes (16 days, 11 hours and 35 minutes) to 351 hours and 35 minutes (14 days, 15 hours and 35 minutes), so that the mails, which still leave London every Friday night, are now due at Bombay every Saturday at noon, in place of every Monday at 8 A.M. An exchange of postal parcels between India and the United Kingdom was established *via* Italy and France, in addition to the exchange by the sea route *via* Gibraltar, and a week is thus saved in the transit; while arrangements were made for the direct exchange of postal parcels, on the basis of the Union system, between India on the one hand and France and Germany on the other. The foreign parcel post was extended to Western Australia, New Zealand, German South West Africa, Peru and the State of Honduras. Arrangements were made for the exchange of postal parcels weekly with the colonies of New South Wales, South Australia, Victoria and Tasmania by the route *via* Tuticorin and Colombo, in place of the fortnightly exchanges which formerly existed; and similar arrangements were made for the establishment of a weekly parcel post service with Queensland, in place of the four-weekly service which had previously been carried on *via* Bombay, Aden, and Torres Straits. The parcel post with Egypt and certain places served through Egypt, and with Gibraltar and Tangiers, which had been temporarily suspended on account of quarantine restrictions, was re-opened during the year; and the foreign money order system was extended to the Niger Coast Protectorate and Rhodesia.

5. According to the Peninsular and Oriental Steam Navigation Company's Working of the P. and O. contract. time tables, as approved by Her Majesty's Postmaster-General, the steamers with the European mails were due in Bombay at 8 A.M. on Monday of each week during the first ten months of the year under report, and at noon on Saturday of each week during the remaining two months. The contract time was exceeded only once during the year, and then only by a few minutes. On 11 occasions the mail steamers arrived on Friday, on 25 occasions on Saturday, on

15 occasions on Sunday, and on one occasion on Monday. The shortest time occupied in transit by the mail from London to Bombay was 13 days 8 hours and 35 minutes, while the average time for the year was 14 days 14 hours and 47 minutes. In the opposite direction, that is, from Bombay to London, the quickest transit was 12 days 20 hours and 55 minutes, while the average time for the year was 14 days 23 hours and 17 minutes.

### Section I.—Post offices, Letter-boxes and Village Postmen.

Post offices, letter-boxes and rural delivery.

6. Appendix I shows the numbers of post offices, letter-boxes and village postmen of the Imperial Post in each circle on the 31st March 1898, as compared with the numbers at the close of the previous year; and the marginal abstract shows the figures for the past two years for the whole of India, for both the Imperial and District Post shown separately and together. The total number of post offices has increased by 311, and that of letter-boxes by 910. The increase in post offices was greatest in Bengal and in the Punjab, and in letter-boxes in the Punjab and in Madras. The total number of post offices entrusted to the charge of schoolmasters and other persons not belonging to the Department, was 6,520 at the end of the year under review, as compared with 5,812 at the end of the year 1896-97.

	IMPERIAL POST.		DISTRICT POST.		TOTAL.		Increase.
	Number at close of 1896-97.	Number at close of 1897-98.	Number at close of 1896-97.	Number at close of 1897-98.	Number at close of 1896-97.	Number at close of 1897-98.	
Post Offices	9,948	10,263	1,483	1,479	11,431	11,742	311
Letter-boxes (in addition to those at post offices).	16,950*	17,721	3,688	3,827	20,638	21,548	910
Village Postmen	4,388†	4,588	3,090	3,000	7,478	7,588	110

\* Two more shown in the Annual report for 1896-97.  
† One less shown in the Annual report for 1896-97.

Post offices and letter-boxes contrasted with area and population.

7. The following table shows for each circle, and for the whole of India, the number of post offices and letter-boxes, compared with the area, total population and literate population, according to the last census:—

NAMES OF POSTAL CIRCLES.	Area in square miles.	Population.	Literate population.	Post offices.	Letter-boxes (including those at post offices).	1 POST OFFICE SERVES			1 LETTER-BOX SERVES		
						Square miles.	Population.	Literate population.	Square miles.	Population.	Literate population.
Bengal . . . . .	119,710	40,879,787	1,993,584	1,697	6,400	71	24,089	1,175	19	6,387	311
Bombay . . . . .	148,517	26,372,106	1,416,474	1,486	5,050	100	17,747	953	29	5,216	280
Madras . . . . .	263,015	55,984,761	3,128,788	2,205	5,637	119	25,390	1,419	47	9,933	555
North-Western Provinces and Oudh . . . . .	134,162	50,943,235	1,308,145	1,697	4,925	79	30,030	771	27	10,344	266
Punjab . . . . .	148,966	25,130,127	819,383	1,754	4,285	85	14,327	467	35	5,865	191
Assam . . . . .	49,004	5,476,833	168,314	331	671	148	16,546	508	73	8,162	251
Bihar . . . . .	42,284	23,578,535	712,383	573	1,269	74	41,149	1,243	33	18,580	561
Burma . . . . .	211,430	8,098,014	1,608,591	277	1,314	763	29,235	5,807	161	6,163	1,224
Central Provinces . . . . .	141,808	17,849,155	345,761	735	1,233	194	24,285	470	116	14,476	280
Eastern Bengal . . . . .	21,247	10,082,023	427,814	456	1,575	47	22,112	938	13	6,402	273
Rajputana . . . . .	177,441	17,828,095	...	333	558	533	53,541	...	318	31,051	...
Sind and Baluchistan . . . . .	53,898	3,039,981	115,056	198	367	272	15,308	881	117	8,159	213
TOTAL . . . . .	1,512,491	285,255,502	12,044,293	11,742	33,290	120	24,294	1,016	45	8,509	362
1896-97 Total . . . . .	1,512,491	285,255,502	12,044,293	11,431	32,071	123	24,954	1,053	47	8,894	375

It will be observed that there is one post office in India for every 129 square miles, as against 132 square miles in 1896-97, and one letter-box for every 45 square miles as against 47 square miles in the previous year. In this respect Bengal, including Bihar and Eastern Bengal, continues to be the most favoured province as regards post offices and letter-boxes, while Burma and Rajputana are still the most backward.



## Section II.—Postal lines.

8. Appendix II contains statistics, according to postal circles, shewing the distances over which mails were carried by the various agencies of the Imperial Post Office. An abstract of that Appendix is given on the margin for facility of reference, with additional columns for District Post, Political and Military lines managed by the Post Office. There was a slight decrease under the head of mail cart lines, and an increase under all other heads, the increase being most marked in the case of "Runners and boats" and "Steamer." The extension of runner and boat lines occurred chiefly in the Madras circle and was due to the opening of new lines in the Cuddalore Division and the conversion of certain mail cart services into runners lines in other parts of that circle. The increase in Madras alone was about 500 miles. The increases in other circles were due to the opening of short lines, and to the transfer to Imperial of District Dāk lines. The increase under steamer lines was mainly in the Burma circle, where the opening of a steamer service between Katha and Bhamo and also between Sandoway and Taung-gup added about 1,000 miles to the previous length.

NATURE OF LINES.	1897-98.				Total mileage in 1897-98.	Total mileage in 1896-97.	1897-98.	
	Imperial.	District Post.	Political.	Military.			Increase.	Decrease.
Railway	20,283	8	...	...	20,291	19,418	873	...
Mail cart	5,263	740	874	462	7,339	7,399	...	60
Runners and boats	48,318	33,975	...	...	82,293	81,185	1,108	...
Steamer	14,856	1,572	...	...	16,428	15,241	1,187	...
TOTAL	88,720	36,295	874	462	126,351	123,243	3,168	60

Postal communications.

lity of reference, with additional columns for District Post, Political and Military lines managed by the Post Office. There was a slight decrease under the head of mail cart lines, and an increase under all other heads, the increase being most marked in the case of "Runners and boats" and "Steamer." The extension of runner and boat lines occurred chiefly in the Madras circle and was due to the opening of new lines in the Cuddalore Division and the conversion of certain mail cart services into runners lines in other parts of that circle. The increase in Madras alone was about 500 miles. The increases in other circles were due to the opening of short lines, and to the transfer to Imperial of District Dāk lines. The increase under steamer lines was mainly in the Burma circle, where the opening of a steamer service between Katha and Bhamo and also between Sandoway and Taung-gup added about 1,000 miles to the previous length.

The use of light hand carts or "Rickshaws" for carrying mails was further extended and continues to be well reported on in the matter both of economy and speed. This mode of carrying mails is gradually being introduced where the roads are good and the weight of the mails is sufficient to justify its adoption.

The use of bicycles on runners lines has been tried in parts of the Madras Presidency, and their use by letter-box clearers has also been tried in the town of Lahore. So far there seems to be every reason to anticipate the success of this form of conveyance in suitable localities, and it is the intention to extend the area of the experiment.

## Section III.—Correspondence and Parcels.

9. The estimated number of postal articles of all kinds, exclusive of money orders, issued for delivery during the year, amounted to 465 millions or 26 millions in excess of the number during the preceding year. The increase has been 37·03 per cent. since 1891-92, and 46·25 per cent. since 1890-91. Statistics showing the different classes of articles delivered in the various postal circles during 1897-98 will be found in Appendix III, and a summary of the general results is given in the following statement.

CLASS.	Post-cards.	Letters (paid).	Letters (unpaid).	Letters (registered).	Total of Letters and postcards.	News-papers.	Book and pattern packets.	Parcels (registered).	Parcels (unregistered).	GRAND TOTAL (all postal articles except money orders).
1	165,803,227	181,817,607	29,469,293	8,860,142	386,950,269	29,778,291	19,341,398	2,555,209	153,550	438,778,727
2	179,370,803	190,258,850	29,791,932	9,375,651	408,797,236	31,891,484	21,364,415	2,767,639	198,351	465,019,125
3	12,567,576	8,441,243	322,639	515,509	21,846,567	2,113,193	2,023,017	212,430	44,791	26,240,398
Percentage of each	7·53	4·64	1·09	5·82	5·65	7·10	10·46	8·31	29·17	5·98

There was thus an increase in the total number of articles under each head throughout India. The percentage of increase in all articles taken together was highest in the Punjab circle, where it was 13·22 per cent. Part of this increase is accounted for by the very large military force collected on the North-West Frontier during the year under report. The Bengal circle ranks next with an increase of 7·23 per cent., and the Burma circle follows with an increase of 6·82 per cent., and then come Assam, Bihar, Bombay, Rajputana and Sind and Baluchistan. In the year under report, as in previous years, the increase in the number of postcards (more than 12½ millions) far exceeded the increase in any other class of postal articles.

As in the previous year, the total number of postcards exceeded the total number of paid letters in the case of Bengal, Bombay, the Punjab and Eastern Bengal circles. The total number of unpaid letters was more than 29½ millions, the proportion of these letters being highest in Burma and Bihar, while the total number of unpaid letters delivered in Bengal was larger than in any other circle. The total number of letters registered during the year was more than 9½ millions. Registration, as usual, has been more popular in Madras than in other parts of India, the total number of letters registered in that Presidency being over 2 millions. The total number of parcels registered during the year was more than 2½ millions or an increase of 8·31 per cent. over the number of the preceding year, notwithstanding the very marked increase, of nearly 30 per cent., in the number of unregistered parcels under the system newly introduced in 1895-96.

Average  
number of  
postal  
articles per  
head of  
population.

10. The following table, prepared from the last census returns, shows for each circle the number of letters and other postal articles per head of the total population and per head of the literate portion of the population. Bombay, Sind and Baluchistan, the Punjab and Burma rank highest as regards the number of articles per head of the population, and Sind and Baluchistan, the Punjab and Bombay rank highest as regards the number of articles per head of the literate population.

NAMES OF POSTAL CIRCLES.	Total population.	Number who can read and write.	Total number of postal articles (excluding money orders).	Number of postal articles per head of population.	Number of postal articles per head of those who can read and write.
Bengal . . . . .	40,879,787	1,993,584	70,723,000	1·73	35·48
Bombay . . . . .	26,372,106	1,416,474	*88,849,186	3·37	62·72
Madras . . . . .	55,984,761	3,128,788	82,841,703	1·48	26·43
North-Western Provinces and Oudh .	50,943,235	1,308,145	62,418,058	1·19	46·19
Punjab . . . . .	25,130,127	819,383	60,113,909	2·39	73·36
Assam . . . . .	5,476,833	168,314	8,786,176	1·60	52·20
Bihar . . . . .	23,578,585	712,383	18,787,202	·80	26·37
Burma . . . . .	8,098,014	1,608,391	16,929,300	2·09	10·52
Central Provinces . . . . .	17,849,155	345,761	17,571,700	·98	50·82
Eastern Bengal . . . . .	10,082,923	427,814	16,256,579	1·61	38·00
Rajputana . . . . .	17,828,995	†	13,450,746	·75	...
Sind and Baluchistan . . . . .	3,030,981	115,056	9,895,828	3·26	86·01
TOTAL . . . . .	285,255,502	12,044,293	464,623,387	1·63	38·58
1896-97. Total . . . . .	285,255,502	12,044,293	438,407,600	1·54	36·39

\* Excluding Indian Post Offices at Bagdad, Busra, and places in the Persian Gulf.

† Enumeration not taken under this head.



11. The figures in Appendix III include the foreign correspondence received in India for delivery, but a special table is given at the end of this paragraph showing separately the quantity of correspondence passing in each direction between India and the United Kingdom and between India and all other parts of the world. As regards the mails exchanged with the United Kingdom, the results of the year show a growth of traffic in all respects. The advance was of a normal character in the case of the homeward mails, but the increase in the case of those sent out from the United Kingdom calls for special remark. There was again this year an increase over the figures of the previous year, of more than a million in the number of newspapers and packets received from the United Kingdom. This steady addition of more than two millions during two successive years to the newspaper and packet mails sent out from home is sufficiently remarkable; but in the year under review there was also an unusual increase, at the rate of 13·36 per cent., of over 400,000 in the number of letters and postcards received from the United Kingdom, which it is not easy to account for. The figures showing the quantity of correspondence received from the United Kingdom are based on statistics of weight which are taken twice a year in the months of June and January. In both these months the weights of the mails for the year under review were greater than in the corresponding months of the previous year, the increase being specially marked in the month of January 1898, and it is possible that these figures may not be fairly representative of the whole year's traffic. As regards mails exchanged with countries other than the United Kingdom, statistics of the traffic are taken only once every three years, and as the figures given in the table are merely a repetition of those of last year, they do not call for any remark.

	CLASS.	ESTIMATED AGGREGATE NUMBER.		PERCENTAGE OF		REMARKS.
		1896-97.	1897-98.	Increase.	Decrease.	
DESPATCHED FROM INDIA TO THE UNITED KINGDOM.	Letters and post-cards . . . .	3,037,334	3,068,417	1·02	...	The figures relating to correspondence despatched from India to the United Kingdom are based on statistics taken for each mail, and those relating to correspondence received from the United Kingdom are based on special statistics taken during the year.
	Newspapers, book-packets and samples . . . .	1,017,883	1,045,222	2·69	...	
RECEIVED IN INDIA FROM THE UNITED KINGDOM.	Letters and post-cards . . . .	3,174,487	3,598,444	13·36	...	
	Newspapers, book-packets and samples . . . .	5,624,419	6,846,372	21·73	...	
GRAND TOTAL OF ALL CORRESPONDENCE EXCHANGED WITH THE UNITED KINGDOM.	Letters and post-cards . . . .	6,211,821	6,666,861	7·33	...	
	Newspapers, book-packets and samples . . . .	6,642,308	7,891,594	18·81	...	
DESPATCHED FROM INDIA TO FOREIGN COUNTRIES OTHER THAN THE UNITED KINGDOM.	Letters and post-cards . . . .	2,109,500	2,109,500	...	...	Under the system of the Universal Postal Union, statistics of international correspondence are taken for 28 days every third year. The figures shown in the report for 1896-97 are here repeated as they are based on statistics recorded in May 1896.
	Newspapers, book-packets and samples . . . .	1,621,921	1,611,921	...	...	
RECEIVED IN INDIA FROM FOREIGN COUNTRIES OTHER THAN THE UNITED KINGDOM.	Letters and post-cards . . . .	2,157,792	2,157,792	...	...	
	Newspapers, book-packets and samples . . . .	1,348,685	1,348,685	...	...	
GRAND TOTAL OF CORRESPONDENCE EXCHANGED WITH FOREIGN COUNTRIES OTHER THAN THE UNITED KINGDOM.	Letters and post-cards . . . .	4,267,292	4,267,292	...	...	
	Newspapers, book-packets and samples . . . .	2,960,606	2,960,606	...	...	

12. The following statement gives details of the foreign parcel traffic both to and from India during the last two years. In the year under review there was

an increase of 15,189 or 6·5 per cent. in the total number of foreign parcels and of Rs 21,502 in the Indian share of the revenue from the foreign parcel post :—

PARCEL EXCHANGES.	TOTAL NUMBER OF PARCELS.		AVERAGE WEIGHT OF EACH PARCEL.		NET REVENUE OF THE INDIAN POST OFFICE.*	
	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.
<i>With the United Kingdom.</i>	No.	No.	lb. oz.	lb. oz.	R	R
A. Through British Post Office.						
(1) <i>Via Gibraltar—</i>						
To India . . . . .	87,723	94,183	1 6·76	2 11·28	1,19,901	1,20,197
From India . . . . .	74,710	75,195	2 1·69	2 2·76	30,138	39,228
TOTAL . . . . .	162,433	169,378	1 11·79	2 7·50	1,50,039	1,59,425
(2) <i>Via Brindisi—</i>						
To India . . . . .	...	583	...	5 9·42	...	1,330
From India . . . . .	...	1,244	...	3 10·02	...	1,802
TOTAL . . . . .	...	1,827	...	4 4·04	...	3,132
B. Through P. and O. S. N. Co. without the agency of the British Post Office.						
To India . . . . .	3,182	2,897	5 10·61	5 0·46	9,383	7,633
From India . . . . .	2,404	2,052	11 7·67	15 6·25	13,109	11,072
TOTAL . . . . .	5,586	4,949	8 2·66	9 5·20	22,492	18,705
Total number of parcels through both Agencies (British Post Office and Peninsular and Oriental Steam Navigation Company).	168,019	176,154	1 15·21	2 10·88	1,72,531	1,81,262
<i>With the Continent of Europe.</i>						
To India . . . . .	3,259	3,267	5 0·13	5 3·34	9,090	7,604
From India . . . . .	4,774	4,387	3 14·69	3 11·80	2,729	3,574
TOTAL . . . . .	8,033	7,654	4 5·76	4 5·85	11,819	11,178
<i>With Other Countries.</i>						
To India . . . . .	16,433	19,624	3 6·40	3 8·38	15,222	18,573
From India . . . . .	38,847	43,089	3 0·19	3 9·61	35,729	45,790
TOTAL . . . . .	55,280	62,713	3 2·03	3 9·22	50,951	64,363
GRAND TOTAL . . . . .	231,332	246,521	2 5·04	2 15·36	2,35,301	2,56,803

\* Net revenue is calculated after deduction of customs duty and sums due to the Peninsular and Oriental Steam Navigation Company, the British Post Office, and other Administrations.

Parcel exchange with the United Kingdom.

13. More than 71·0 per cent. of the whole foreign parcel traffic was with the United Kingdom. As regards the exchange with the British Post Office, a new service by the overland route across the Continent of Europe was established



from the 1st February 1898, in addition to the service by the sea route *via* Gibraltar. During the two months of the year for which this new service was in operation, 1,244 parcels were sent to the United Kingdom, and 583 were received by the new route. Moreover, in view of the fact that there was a substantial increase in the number of parcels exchanged by the Gibraltar route, an increase in excess of the average increase for several previous years, the whole of the traffic carried by the new service may fairly be regarded as having been freshly created. As regards the exchange through the agency of the Peninsular and Oriental Steam Navigation Company, there was a small falling off in the number of parcels, both sent and received, and this exchange has practically now ceased to be of any importance. If the figures relating to all the parcel post services to and from the United Kingdom be taken together, they show a total increase of 8,135 in the number and of Rs. 731 in the net revenue of the Indian Post Office, over the figures of the preceding year.

14. In the exchanges with Continental Europe the number of parcels despatched from India shows a slight decrease, while the number received in India was about the same as last year. The new direct services established with France and Germany towards the end of the year under review do not appear, therefore, to have had any effect, so far, on the parcel post traffic with the Continent of Europe. In the exchanges with other countries, there was a satisfactory development of the traffic in both directions, an addition of 7,433, at the rate of 13·4 per cent., having been made to the number of parcels and of Rs. 412 to the net Indian revenue. The increase in the number of parcels sent to non-European countries is again to be attributed mainly to the steady growth of the parcel post with Ceylon.

Year.	Number of parcels.
1877-78 . . . . .	59,183
1878-79 . . . . .	69,763
1879-80 . . . . .	73,211
1880-81 . . . . .	80,257
1881-82 . . . . .	88,840
1882-83 . . . . .	88,684
1883-84 . . . . .	98,296
1884-85 . . . . .	110,590
1885-86 . . . . .	133,054
1886-87 . . . . .	141,453
1887-88 . . . . .	158,792

Year.	Number of parcels.
1888-89 . . . . .	163,989
1889-90 . . . . .	177,210
1890-91 . . . . .	191,713
1891-92 . . . . .	211,162
1892-93 . . . . .	185,460
1893-94 . . . . .	204,270
1894-95 . . . . .	215,201
1895-96 . . . . .	220,378
1896-97 . . . . .	231,332
1897-98 . . . . .	246,521

15. The progress of the foreign parcel traffic as a whole since 1877-78 will be seen from the table in the margin.

16. The figures given in paragraph 9 of this report show that 465,019,125 letters, post-cards, newspapers, packets and parcels were issued for delivery during the year. These figures are calculated from actual enumerations made for a week at a time twice during the year, and approximately represent the delivery of mail articles properly so called. In order, however, to ascertain the entire delivery work of the year, it is necessary to add the number of money orders which are delivered and paid by postmen and village postmen. The entire delivery work of the year is shown by the following figures:—

Sent out for delivery (including 11,888,782 money orders)	476,907,907
Received back undelivered (deducted as representing articles either again sent out and delivered, or sent to the Dead Letter Office)	14,785,063
Balance actually delivered	462,122,844
Sent to Dead Letter Office	4,520,773
Total number received for delivery (counting each article only once)	466,643,617

These figures show that the percentage of articles delivered on the whole number received for delivery was 99·03, as compared with 99·06 in the previous year.

17. The total number of letters, postcards and other articles excluding money orders, that reached one or other of the ten Dead Letter Offices, was 6,106,203 as compared with 5,613,291 received in the previous year. The distribution of these articles among the different Dead Letter Offices, and the way in which the

Parcel exchanges with countries other than the United Kingdom.

Progress in foreign parcel traffic in 20 years.

Delivery work of the year.

Dead Letter Offices.

articles were disposed of are shown in detail in Appendix IV of which a summary is given below :—

	NUMBER.		PERCENTAGE.	
	1896-97.	1897-98.	1896-97.	1897-98.
Total number of articles received in Dead Letter Offices . . . . .	5,613,291	6,166,203		
1896-97 1897-98				
DEDUCT—				
Articles issued by Dead Letter Offices for delivery to the addressees or senders, and received back again as undeliverable . . . . .	230,052	267,980		
Articles transferred to other Dead Letter Offices . . . . .	1,518,812	1,627,559		
Net receipts to be disposed of by the Dead Letter Offices . . . . .	3,864,427	4,210,664	100	100
Articles disposed of by the Dead Letter Offices, excluding articles returned as undeliverable. {				
Disposed of by re-direction to addressees . . . . .	695,784	818,859	18'00	19'45
Disposed of by return to senders . . . . .	2,171,285	2,299,081	56'19	54'60
Articles undisposable . . . . .	997,358	1,092,724	25'81	25'95

Of the total number of articles 818,859 were successfully disposed of by being redirected and then delivered to the persons to whom they were addressed, while 2,299,081 were returned to the senders, and 1,092,724 were found to be unreturnable. This last figure is only 0'2 per cent. of the total number of articles given out for delivery in the year, and a large proportion of the 1,092,724 articles were from their nature not capable of delivery. From special statistics kept by the Bengal Dead Letter Office for three months, it appears that 3,188 letters, 4,656 newspapers and 284 packets were posted in the Bengal, Eastern Bengal and Assam circles without any address at all. As usual, a large number of valuable property was found in letters and other articles posted without address or with addresses so incorrect and incomplete that the covers had to be opened in order that the senders might be traced. In articles opened in the Dead Letter Offices of Bengal, Bombay, Madras, the North-Western Provinces and Oudh, and the Punjab were found cheques, hundis, bills of exchange, currency notes, coins and other property amounting in value to Rs. 2,55,435-0-8, £610-18-1, 5 Dollars and 28 Francs, and the greater part of this property was successfully delivered to the owners.



18. Particulars regarding the issues from treasuries of postcards, postage stamps, embossed envelopes and stamped wrappers will be found in Appendix V, and similar information regarding service postcards, service postage stamps, and service embossed envelopes will be found in Appendix VI, to which is added an abstract of the two appendices, showing the issues of each kind of postcard, postage stamp, embossed envelope and stamped wrapper. The total value of the issues of ordinary stamps was ₹1,32,72,755, and of service stamps ₹26,64,281, there being an increase over the figures of the preceding year of ₹8,77,833 in the value of ordinary stamps, and of ₹71,315 in the value of service stamps.

The issues of ordinary stamps were largest in the Bombay circle, where they amounted to nearly 27 lakhs of rupees. Madras comes next with issues of over 23 lakhs of rupees, and Bengal follows with issues of nearly 23 lakhs of rupees. The inland single postcards continued to command the highest sales, the total issues being over 120 millions in number. The small  $\frac{1}{2}$  anna envelope had the next largest sales, over 75 millions being issued during the year. Of the  $\frac{1}{2}$  anna adhesive stamps, over 58 millions were issued, of the  $\frac{1}{2}$  anna reply postcards, over 16 millions, of the one anna adhesive stamps, nearly 11 millions, of the 2 anna adhesive stamps, over 6 millions, of the 2½ anna adhesive stamps, over 3 millions, and of the 4 anna adhesive stamps, over 2 millions. In the case of the  $\frac{1}{2}$  anna square envelopes, both ordinary and service, as well as in the case of the one anna service envelopes, the sales declined; but there was an improvement in the number of one anna ordinary square envelopes issued, while there was also an increase in the sales of registration envelopes of all kinds, over the figures of the previous year.

The issue of  $\frac{1}{2}$  anna wrappers fell from some 358 thousand in the preceding year to some 329 thousand during the year under review, but there seems to have been a slightly increased demand for one anna wrappers, of which the issues rose from about fifty thousand in the previous year to about fifty-six thousand in the year under review.

Apart from the sales of postage stamps, one anna revenue or receipt stamps to the value of ₹3,94,650 were sold during the year, through the agency of the Post Office. Non-judicial stamps and Court-fee stamps are also sold at many post offices, but, except in Burma, the postmaster acts, as regards these stamps, as a private vendor, and the stamps do not form part of the post office balance. In Burma, where general stamps are kept by the postmaster in the same way as other stamps, the sales on this account amounted to ₹65,093.

#### Section IV.—District Post.

19. There has been no change in the management of the District Post during the year under report. It was administered, as usual, by the heads of postal circles subject to the control of the several Local Governments and Administrations.

20. The comparative statement given on the next page shows the establishments, income, and expenditure of the District Post, and also the work done under this head for the years 1896-97 and 1897-98. The total income of the year under report was ₹12,28,851, and the total expenditure ₹12,46,082. There was a decrease of 4 in the number of post offices, and of 125 in the number of postmen and village postmen, while the number of letter-boxes kept up out of District Post funds increased by 139, and the length of District Post mail lines by 380 miles. There was also an increase of 779,766 or 4·53 per cent. in the number of articles, including money orders, delivered by the District Post agency, and of 548,033 or 4·70 per cent. in the number of articles posted in post offices and letter-boxes kept up by the District Post. Appendix VII gives details according to circles of letters and other postal articles sent to, and received from, the District Post.

## District Post.

NAMES OF POSTAL CIRCLES.	Number of District Post Offices and Receiving Offices.	Number of District Post Villages Postmen and Postmen.	Number of District Post Letter-boxes (in addition to those at post offices).	Length in miles of District Post Lines.	Local Cess.	Grant from Imperial or Provincial Revenue.	Expenditure.	Articles received from the Imperial and District Posts for delivery by the District Post.	Articles posted in the District Post for despatch to the Imperial or District Post.	Articles returned by the District to the Imperial Post undelivered.	Percentage of articles returned on the total number received for delivery by the District Post.
	No.	No.	No.	Miles.	R	R	R	No.	No.	No.	%
Bengal	189	22	334	7,700	2,23,322(a)	Nil.	2,15,066	1,804,307	1,618,022	64,335	3.56
Bombay	104	22	330	7,862	2,29,072(a)	Nil.	2,44,837	1,878,002	1,671,544	70,104	3.73
Madras	55	590	584	380	Nil.	84,282	81,371	2,087,580	904,620	73,218	3.50
North-Western Provinces and Oudh	60	606	622	390	Nil.	88,903	90,652	2,499,258	1,169,346	91,752	3.67
Punjab	159	837	642	1,882	Nil.	1,16,040	1,09,774	2,997,865	1,610,878	176,209	5.87
Assam	148	763	689	1,826	Nil.	1,15,700	1,15,794	3,031,453	1,683,434	177,269	5.84
Bihar	297	716	768	9,234	1,89,000	Nil.	1,93,665	3,633,350	2,369,059	187,548	5.16
Burma	203	674	735	9,293	1,91,000	Nil.	1,96,045	3,717,815	2,401,932	196,759	5.29
Central Provinces	372	737	539	3,001	1,32,319	11,872	1,44,221	3,490,264	2,364,995	223,638	6.40
Eastern Bengal	380	718	575	3,018	1,43,266	11,872	1,55,132	3,385,069	2,313,814	209,289	6.18
Rajputana	66	84	48	1,320(b)	46,985	Nil.	44,607	485,370	375,913	27,706	5.70
Sind and Baluchistan	65	83	50	1,322(b)	47,293	Nil.	45,898	542,385	441,862	27,144	5.00
	86	Nil.	83	3,380	1,26,664	Nil.	1,03,250	786,288	714,408	47,832	6.08
	90	168	81	3,459	1,18,752	Nil.	1,17,574	896,988	806,382	53,166	5.92
	90	165	634	3,070	1,03,830	Nil.	97,835	887,268	682,456	64,290	7.24
	125	79	54	3,193	1,04,000	Nil.	1,02,523	995,732	748,161	69,430	6.97
	117	77	57	4,075(d)	81,429	20,720	1,00,400	383,707	264,538	31,048	8.09
	32	2	1	1,309	74,108(f)	36,007	1,08,604	368,992	289,678	31,740	8.60
	33	3	1	1,386	60,472	Nil.	55,320	597,852	647,202	14,310	2.39
	10	6	Nil.	190*	59,028(c)	Nil.	59,711	620,994	636,324	15,090	2.43
	11	5	Nil.	190	835	3,280	4,015	60,710	49,848	3,564	5.87
	2	Nil.	1	289	Nil.	5,142(c)	4,170	58,380	47,816	3,396	5.81
	2	Nil.	1	281	Nil.	5,142(c)	5,142	4,190	4,065	106	2.52
	2	Nil.	1	281	Nil.	5,142(c)	5,142	4,379	4,244	181	4.13
TOTAL	1,483	3,241	3,688	35,915	9,64,886	2,41,336	11,54,726	17,218,841	11,666,504	913,804	5.31
	1,479	3,116	3,827	36,295	9,67,947	2,60,904	12,46,082	17,998,607	12,214,537	945,320	5.25

(a) Includes contributions from Tributary States.  
 (b) These are dry season distances; during the rains these lines are increased in length.  
 (c) Includes contributions from Frontier Police Fund, Rs. 2,954, and the State of Hill Tipperah, Rs. 300. \* Revised figure.  
 (d) Includes lines paid from the revenues of Federated States.  
 (e) Grant made available from Bombay District Post Funds.  
 (f) Includes contributions from Federated States, Rs. 1,725.



## Section V.—Money Orders.

21. The total number of money order offices at the end of the year under review was 11,491 as compared with 11,295 at the close of the previous year. The number of inland money orders issued, including telegraphic money orders, but excluding all transactions with Native States, was well over 11½ millions, of the aggregate value of nearly 24½ crores of rupees, while the commission realized amounted to over 30½ lakhs of rupees. The table

INLAND MONEY ORDERS.	Total number of money orders issued.	Total value of money orders issued.	Commission realised.
	No.	₹	₹
During the year 1878-79, the last complete year before money order business was transferred from treasuries to the Post Office . . . . .	245,468	89,24,720	1,05,870
During the last quarter of the year 1879-80. (The Post Office began the business on the 1st January 1880) . . . . .	232,639	72,48,208	84,901
During the year 1880-81 . . . . .	1,604,174	4,57,08,580	5,35,976
" " 1881-82 . . . . .	2,157,796	5,73,32,027	6,79,073
" " 1882-83 . . . . .	2,565,904	6,46,84,183	7,70,958
" " 1883-84 . . . . .	3,034,894	7,31,24,179	8,84,925
" " 1884-85 . . . . .	3,550,257	8,20,88,559	11,06,226
" " 1885-86 . . . . .	4,163,078	9,38,27,375	11,63,830
" " 1886-87 . . . . .	4,821,117	10,68,49,151	13,37,820
" " 1887-88 . . . . .	5,512,395	11,84,43,573	14,94,381
" " 1888-89 . . . . .	6,136,790	12,99,06,864	16,57,761
" " 1889-90 . . . . .	6,759,116	14,65,32,147	17,95,350
" " 1890-91 . . . . .	7,326,065	15,77,70,303	19,37,598
" " 1891-92 . . . . .	7,783,296	16,44,09,526	20,58,306
" " 1892-93 . . . . .	8,237,855	17,19,16,585	21,58,398
" " 1893-94 . . . . .	8,754,940	18,35,34,008	22,95,946
" " 1894-95 . . . . .	9,422,105	19,43,09,308	24,46,683
" " 1895-96 . . . . .	10,655,036	20,62,03,368	26,00,589
" " 1896-97 . . . . .	10,947,571	21,97,28,206	27,92,116
" " 1897-98 . . . . .	11,664,350	24,23,37,096	30,57,199
Percentage of increase over the year 1896-97 . . . . .	6.55	10.29	9.49

in the margin shows the yearly progress made in this branch of business since it was undertaken by the Post Office in 1880. It will be seen that it has more than doubled in the last ten years. During the year under report there was an increase of 6.55 per cent. in the number of inland money orders issued, of 10.29 per cent. in their value and of 9.49 per cent. in the amount of the commission realized. The average value of an inland money order has stood at something less than ₹21 for the last six years, as the figures in the margin show, with a tendency to decline, up to the year under report.

22. The following statement shows the distribution of the inland money order business among the various postal circles :—

NAMES OF POSTAL CIRCLES.	ISSUES DURING 1897-98.		PAYMENTS DURING 1897-98.		PERCENTAGE TO THE WHOLE.	
	Number of money orders.	Value of money orders.	Number of money orders.	Value of money orders.	Number of money orders.	Value of money orders.
		₹		₹		
Bengal . . . . .	2,795,160	4,63,00,187	2,615,899	4,58,36,698	23.21	19.01
North-Western Provinces and Oudh . . . . .	1,571,666	2,78,24,710	2,595,108	4,47,74,583	17.48	14.98
Bombay . . . . .	1,315,507	3,16,43,287	1,517,287	3,56,00,301	12.15	13.87
Madras . . . . .	1,466,097	2,92,44,948	1,509,388	3,31,62,130	12.76	12.88
Punjab . . . . .	1,168,423	2,49,76,484	1,168,376	2,76,64,413	10.02	10.86
Burma . . . . .	639,672	2,27,06,895	1,80,551	97,61,222	3.52	6.70
Bihar . . . . .	715,644	1,23,33,037	983,684	1,57,16,046	7.29	5.79
Eastern Bengal . . . . .	591,102	1,17,15,544	557,057	1,04,06,487	4.92	4.56
Central Provinces . . . . .	510,444	1,33,01,201	233,298	60,10,910	3.19	3.99
Rajputana . . . . .	267,731	72,96,116	169,566	61,39,932	1.88	2.77
Assam . . . . .	392,517	91,32,100	123,996	40,10,162	2.22	2.71
Sind and Baluchistan . . . . .	230,287	58,62,587	87,263	32,58,107	1.36	1.88
TOTAL . . . . .	11,664,350	24,23,37,096	11,651,473	24,23,40,991	100	100
Total for 1896-97 . . . . .	10,947,571	21,97,28,206	10,928,731	21,92,17,214	...	...
Increase . . . . .	716,779	2,26,08,890	722,742	2,31,23,777	...	...

As in previous years the money order business of the Bengal circle was on a larger scale than that of any other postal circle. The number of orders issued and paid in the Lower Provinces during the year under report was more than one-third of the total transactions for all India. As in former years also the payments were largely in excess of the issues in the North-Western Provinces and Oudh, Bombay, and Bihar; whereas in Bengal, Assam, Burma, Central Provinces, Rajputana, and Sind and Baluchistan, the issues were in excess of the payments.

Revenue  
money  
orders.

23. In the North-Western Provinces and Oudh the total number of revenue money orders issued, which during the previous year fell off in consequence of the prevalence of famine, showed during the year under report considerable improvement. The number of orders rose from 133,498 in 1896-97 to 168,118, and the amount from Rs. 30,44,174 to Rs. 37,46,711. In the Central Provinces, however, famine continued to interfere with the progress of the scheme during the year under report. The total number of revenue money orders issued there fell from 10,728 in 1896-97 to 9,976, but the amount rose from Rs. 4,18,965 in the previous year to Rs. 4,48,834 during the year under report. In the Lower Provinces of Bengal, including Eastern Bengal and Bihar, there was an increase both in the number and value of revenue money orders, as compared with the figures of the preceding year. The number of orders rose from 192,425 in 1896-97 to 193,278, and the amount from Rs. 17,79,477 to Rs. 18,91,028. The total number of revenue money orders issued in the Punjab rose from 9,859 in 1896-97 to 11,030 during the year under report, and the amount from Rs. 5,81,235 to Rs. 7,05,213.

Remittances  
of miscellaneous  
Government  
dues by  
money  
orders.

24. In the Lower Provinces of Bengal 93,933 official money orders of the aggregate value of Rs. 20,32,378 were issued during the year under report as compared with 92,195 money orders of the aggregate value of Rs. 21,25,813 issued in the previous year. In the North-Western Provinces and Oudh the system of remitting miscellaneous Government dues by money orders is making progress every year. The number of orders rose from 22,847 in 1896-97 to 28,916 during the year under report, and the value from Rs. 4,74,493 to Rs. 5,83,856. In the Punjab there was an increase of 248 in the number and of Rs. 16,305 in the value of official money orders—the total number of orders and their amount being 4,023 and Rs. 1,02,571 as compared with 3,775 and Rs. 86,266, respectively, in the previous year. In Madras 4,416 official money orders of the aggregate value of Rs. 74,633 were issued during the year under report as compared with 4,464 money orders of the aggregate value of Rs. 75,018 in the previous year. In Burma, where the system was introduced in August 1896, official money orders were issued only from three offices and numbered 119 of a total value of Rs. 6,665.

Rent money  
orders.

25. In the North-Western Provinces and Oudh the rent money order business, which for the last three years has been falling off, considerably improved during the year under report. The total number of orders rose from 51,691 in 1896-97 to 59,055, and the amount from Rs. 7,03,349 to Rs. 8,39,608. In the Central Provinces the number of rent money orders fell during the year under report from 1,509 in 1896-97 to 1,450, and the amount from Rs. 24,693 to Rs. 24,102. The decrease is said to be due to causes connected with the late famine. In the Lower Provinces of Bengal the progress reported last year was not sustained during the year under report. Though the number of orders slightly rose from 49,675 in 1896-97 to 49,819, the amount fell from Rs. 7,40,310 to Rs. 7,34,892.



26. The following statement shows the money order transactions with Native States :—

Money order transactions with Native States.

	ISSUES IN THE STATE.		PAYMENTS IN THE STATE.	
	Number.	Value.	Number.	Value.
		₹		₹
Gwalior . . . . .	46,438	14,86,276	20,261	5,55,399
Patiala . . . . .	17,782	4,20,965	17,644	5,18,901
Jhind . . . . .	4,612	1,45,188	4,353	1,25,005
Nabha . . . . .	3,889	1,21,296	4,273	1,22,978
Chamba . . . . .	1,693	61,936	517	18,322
Faridkot . . . . .	1,629	31,863	661	19,570
<b>TOTAL</b>	<b>76,043</b>	<b>22,67,524</b>	<b>47,709</b>	<b>13,60,175</b>
Total for 1896-97	80,935	19,28,527	44,630	12,66,057
Increase or decrease	—4,892	+3,38,997	+3,079	+94,118

There was an increase of more than  $3\frac{1}{2}$  lakhs of rupees in the value of the issues and of more than ninetyfour thousand rupees in the value of the payments, in the Native States. It will be noticed that the payments made by the Imperial Post Office on account of money orders issued by Native States have been much larger than the issues by the Imperial Post Office on those States, and that this excess is an increasing quantity. The excess occurs mainly in the transactions with Gwalior State.

27. The transactions in telegraphic money orders are given in the following table according to postal circles :—

Telegraphic money orders.

NAMES OF POSTAL CIRCLES.	ISSUES.			PAYMENTS.	
	Number of money orders.	Value of money orders.	Commission.	Number of money orders.	Value of money orders.
		₹	₹		₹
Burma . . . . .	68,031	68,99,161	71,761	18,561	38,30,426
Madras . . . . .	20,693	26,03,818	26,870	43,057	47,44,254
Bombay . . . . .	10,071	20,94,766	21,318	12,015	16,30,613
Bengal . . . . .	16,382	20,36,825	21,379	21,133	25,30,876
Eastern Bengal . . . . .	5,064	9,96,866	9,658	11,290	9,28,291
Punjab . . . . .	7,239	8,13,414	8,640	10,810	22,31,414
Assam . . . . .	8,596	7,89,090	8,544	3,754	6,43,995
Central Provinces . . . . .	3,972	7,57,044	7,480	3,105	3,77,287
North-Western Provinces and Oudh	6,680	6,85,899	7,289	21,675	17,20,620
Bihar . . . . .	3,742	4,38,991	4,591	5,552	5,17,907
Sind and Baluchistan . . . . .	3,541	4,29,005	4,567	1,581	2,58,976
Rajputana . . . . .	2,064	3,08,090	3,177	2,467	2,96,284
<b>TOTAL</b>	<b>156,075</b>	<b>1,88,52,969</b>	<b>1,95,274</b>	<b>155,000</b>	<b>1,97,10,943</b>
Total for 1896-97	145,849	1,73,27,359	1,78,301	136,583	1,60,28,357
Increase	10,226	15,25,610	16,973	18,417	36,82,586

There was again a marked increase in the number and value of telegraphic money orders. The number of orders issued rose from 145,849 in 1896-97 to 156,075 and their value from Rs. 1,73,27,359 to Rs. 1,88,52,969. The chief increase occurred in Bombay, and is said to be due to some extent to grain dealers sending telegraphic remittances for the purchase of stocks of grain for the famine-stricken districts in the Deccan. There is no doubt that similar causes affected other parts of India in the same way, while emigrant labourers and others, in distant places, such as Burma, used this means of remittance more than usual in order to alleviate urgent distress in their homes. The postal commission on the orders amounted to Rs. 1,95,274 in addition to Rs. 1,56,075, the cost of telegrams, which is paid by the remitters along with the postal commission but credited to the Telegraph Department.

The average value of a telegraphic money order for the last six years is

YEARS.	Average value of a telegraphic money order.		
	Rs.	a.	p.
1892-93 . . . . .	108	0	3
1893-94 . . . . .	107	15	4
1894-95 . . . . .	111	7	5
1895-96 . . . . .	115	12	7
1896-97 . . . . .	118	12	10
1897-98 . . . . .	120	12	8

shown in the marginal statement.

Telegraphic money orders continued to be issued far more freely from Burma than elsewhere, the orders issued from that province in the year under report being 43.59 per cent. of the total number for the whole of India.

Payments in Burma also continued,

as in previous year, to be larger in amount than in any other provinces, excepting only Madras.

28. Foreign money orders for and from the United Kingdom, most of the British Colonies and possessions, foreign European countries and most of their colonies and possessions and Egypt are issued in sterling, payments being made by the remitters and to the payees in India at the rates of exchange fixed by the Post Office from time to time for this purpose. Details of the sterling money order exchanges of the year are given in the table below:—

COUNTRIES OF EXCHANGE <small>[Only Countries of Exchange are entered here. The list of countries for which sterling orders are issued is given in the Postal Guide.]</small>	1896-97.				1897-98.			
	ORDERS ISSUED BY INDIA.		ORDERS PAID IN INDIA.		ORDERS ISSUED BY INDIA.		ORDERS PAID IN INDIA.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.
United Kingdom	53,187	183,635 12 11	20,230	78,920 14 2	57,498	202,800 5 10	28,171	136,514 14 11
France	1,921	4,108 11 6	930	9,453 3 5	1,381	3,166 12 9	1,105	10,016 14 5
Egypt	416	1,933 14 10	452	3,408 9 8	488	1,990 9 5	438	4,689 9 0
Germany	1,593	4,827 13 0	957	5,366 2 10	1,623	5,424 9 3	1,395	8,203 2 4
Italy	732	5,918 18 9	99	897 16 9	688	5,636 10 11	76	585 11 11
New South Wales	223	715 19 10	1,148	8,648 15 11	183	637 6 7	1,430	12,246 6 0
Victoria	506	1,946 15 11	801	6,009 10 2	501	1,829 14 7	939	7,174 14 7
Western Australia	34	243 11 10	586	5,283 9 9	24	103 15 3	712	6,705 12 2
Cape Colony	70	285 7 8	7,525	59,848 10 2	14	91 10 0	3,272	24,761 2 0
Queensland	84	194 11 5	245	2,061 2 4	60	126 5 10	318	3,031 19 6
South Australia	68	273 11 8	336	1,658 1 5	83	529 0 8	319	2,085 6 6
New Zealand	115	400 2 5	240	1,315 11 9	111	376 18 6	242	1,157 1 8
Tasmania	405	687 12 9	64	198 1 4	318	502 5 4	99	530 13 9
Denmark	43	293 18 11	29	373 13 5	45	170 13 6	37	448 2 4
Switzerland	123	433 14 5	75	213 11 10	125	405 15 1	88	423 5 11
Malta	100	230 10 0	168	861 15 2	138	310 7 1	83	387 19 1
British Guiana	34	280 18 3	1,151	2,377 5 6	70	243 16 6	1,019	2,061 15 11
TOTAL	59,654	206,507 6 1	35,036	180,895 15 7	63,350	224,345 17 1	39,743	221,021 15 11
Percentage of increase or decrease	...	...	...	...	+6.20	+8.64	+13.43	+18.26
Average amount of each order	...	3 9 3	...	5 6 8	...	3 10 10	...	5 11 3

During the year under review the number of sterling money orders issued rose from 59,654 in 1896-97 to 63,350, while the value increased from £206,507 to £224,346. This increase was, as usual, principally due to the growth of the

Foreign money orders in sterling.



drawings upon the United Kingdom. In the case of sterling money orders received for payment in India, there was also an increase, the number being greater by 4,707 and the value by £34,128 than the figures for the previous year. The average value of a money order issued from India in 1897-98 was £3-10-10 as compared with £3-9-3 in 1896-97, and that of a money order paid in India was £5-11-3 as compared with £5-6-8 in the preceding year. The average of the rates of exchange in force during 1897-98 was 15½d. per rupee as compared with 14½d. in the previous year.

29. The following table shows the money order transactions with foreign countries to and from which the amounts are advised in Indian currency :—

	1896-97.				1897-98.			
	ORDERS ISSUED BY INDIA.		ORDERS PAID IN INDIA.		ORDERS ISSUED BY INDIA.		ORDERS PAID IN INDIA.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		R s. p.		R s. p.		R s. p.		R s. p.
Ceylon*	5,007	1,84,361 9 0	65,403	23,22,097 8 0	5,631	1,86,697 5 0	71,976	27,05,411 0 0
Straits Settlements	475	21,621 11 0	15,017	7,46,512 2 0	610	36,593 2 0	13,601	5,58,896 1 0
Portuguese Settlements (India)	10,363	3,63,829 4 0	3,708	1,12,483 11 0	12,555	4,66,705 3 0	2,728	1,04,979 15 0
German Protectorate (East Africa)	...	...	1,641	1,62,142 13 0	1	182 12 0	1,615	1,46,877 13 0
Mombassa (British East Africa)	138	7,944 4 0	7,273	4,44,216 6 0	99	6,124 11 0	11,693	7,61,972 15 0
China and Japan	371	27,917 7 0	1,067	68,402 4 0	371	26,969 3 0	793	47,676 0 0
Mauritius	78	5,444 0 0	1,657	98,593 10 0	79	5,098 10 0	1,592	97,519 7 0
Zanzibar (British Protectorate)	399	21,583 4 0	3,397	2,05,005 5 0	238	10,857 15 0	3,241	2,06,123 9 0
Seychelles	31	1,082 6 0	228	13,536 10 0	33	1,472 12 0	270	19,013 1 0
North Borneo	9	148 11 0	138	9,973 10 0	12	581 3 0	134	8,382 4 0
TOTAL	16,871	6,33,932 8 0	99,439	47,83,263 15 0	19,632	7,41,282 12 0	108,616	46,59,842 1 0
Percentage of increase or decrease on previous year	...	...	...	...	+16.37	+16.93	+9.26	+11.39
Average amount of each order	...	37 9 2	...	43 1 1	...	37 12 2	...	42 14 3

\* Includes Indo-Ceylon telegraphic money orders.

The drawings by the foreign countries and colonies upon India during the year have, as in the previous years, largely exceeded the drawings by India on those countries and colonies except in the case of the Portuguese Settlements. The heaviest drawings were by Ceylon, British East Africa, the German Protectorate (East Africa), Mauritius and the Straits Settlements. The total payments made by India on account of money orders advised by foreign countries were more than six times the amount of the issues by India on those countries. The average value of a foreign rupee money order issued by India in 1897-98 was R37-12-2 as compared with R37-9-2 in 1896-97, and that of an order paid in India was R42-14-3 as compared with R42-1-1 in the preceding year.

30. The telegraphic money order transactions between India and Ceylon are shown in the statement on the margin. There was a considerable further development of the traffic in both directions, but the transactions for the most part consist of remittances made from

YEAR.	ISSUED BY INDIA ON CEYLON.			ISSUED BY CEYLON ON INDIA.		
	No.	Amount.		No.	Amount.	
		R s. p.			R s. p.	
1896-97	885	59,779 0 0		11,589	7,57,760 0 0	
1897-98	1,138	68,127 0 0		15,951	10,61,368 0 0	
Increase	253	8,348 0 0		4,362	3,03,608 0 0	

Ceylon to India. There was an increase of 253 in the number and of R8,348 in

the value of telegraphic money orders issued by India on Ceylon and of 4,362 in the number and Rs. 3,03,608 in the value of orders issued by Ceylon on India. During the year under review the number of telegraphic money orders drawn by Ceylon on India rose to 15,951 or to more than 14 times the number of orders drawn by India on Ceylon. At the same time the value of orders drawn by Ceylon on India rose to Rs. 10,61,368 or to more than 15 times the value of orders drawn by India on Ceylon.

Forfeited or void money orders.

31. The usual statement of forfeited and void money orders is given below:—

Balance on the 31st March 1897.		Void money orders for 1897-98.		TOTAL.		VOID ORDERS PAID, REPAYED TO REMITTERS IN FOREIGN COUNTRIES, RENEWED AND FORFEITED TO THE STATE DURING 1897-98.								Balance on the 31st March 1898.	
						Paid and repaid.		Renewed.		Forfeited to the State.		TOTAL.			
No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.
	R. a.		R. a.		R. a.		R. a.		R. a.		R. a.		R. a.		R. a.
* 3,072	* 87,501 13	9,692	3,21,849 8	12,764	4,09,441 5	6,113	1,92,025 1	3,259	1,13,876 8	626	6,454 14	8,998	3,13,256 7	3,766	96,184 14

\* Revised figures.

The total balance standing on the register of forfeited money orders at the end of the year was Rs. 96,184 against Rs. 87,591 at the close of the previous year.

Aggregate money order transactions—inland and foreign.

32. The following statement gives an abstract of the entire money order business of the Post Office in the year, including inland and foreign money orders, both ordinary and telegraphic, the foreign sterling money orders being shown in Indian currency at the rates in force when the transactions took place:—

Money orders—Inland, Native State, and foreign for the year 1897-98.	ISSUES.			PAYMENTS.	
	Number.	Value.	Commission.	Number.	Value.
		R. a. p.	R. a. p.		R. a. p.
Inland money orders	11,664,350	24,23,37,096 7 0	30,57,198 9 0	11,651,473	24,23,40,990 14 0
Native State money orders	47,709	13,60,174 7 0	15,146 5 0	76,043	22,07,524 1 0
Foreign sterling money orders converted at the prevailing rates of exchange.	63,350	35,06,901 9 0	30,210 8 0	39,743	34,19,801 11 0
Foreign money orders in Indian Currency	19,632	7,41,282 12 0	7,290 9 0	108,646	46,59,842 1 0
TOTAL	11,795,041	24,79,45,455 3 0	31,09,846 0 0	11,875,905	25,26,88,158 11 0
Total for the year 1896-97.	11,068,726	22,50,41,069 2 0	28,40,530 15 0	11,144,141	22,83,75,091 1 0
Increase	726,315	2,29,04,386 1 0	2,69,315 1 0	731,764	2,43,13,067 10 0
Percentage of increase	6.56	10.18	9.48	6.57	10.65

British postal orders.

33. The statement on the margin shows the sales of British postal orders during the year. The

Denomination of British postal orders.	Number sold during 1896-97.	Number sold during 1897-98.	Increase.	Decrease.
From 1s. to 1s. 6d.	2,695	3,154	459	...
From 2s. to 10s. 6d.	25,069	26,401	732	...
From 15s. to 20s.	28,597	29,503	906	...
TOTAL	56,961	59,058	2,097	...

total number of orders sold in 1897-98 was 59,058, as compared with 56,961 in the preceding year, and the total value (including postage) £38,370,

compared with £37,297 in 1896-97. The orders most in demand were, as in former years, those of the 5 shillings, 10 shillings, and 20 shillings denominations. During the year 44,762 of these orders were sold, while the total sales of orders of all other denominations only amounted to 14,296. The net commission realized by the Indian Post Office on the entire sales of the year was Rs. 1,796.



## Section VI.—Savings Banks.

34. The usual statement is appended showing in detail, according to postal circles, the savings bank transactions of the year, as compared with those of the previous year. At the close of the year there were 730,387 active accounts as compared with 713,320 at the end of the year 1896-97, there being thus a net increase of 17,067 or 2·39 per cent. in the number of depositors. Excluding transfers from one post office to another, the amount deposited in the year was about 322 lakhs of rupees as compared with nearly 451½ lakhs of rupees in 1896-97; the amount withdrawn was a little over 385 lakhs as compared with nearly 422 lakhs in 1896-97; and the interest paid was about 28 lakhs as compared with over 30 lakhs in 1896-97. The total amount standing at the credit of depositors at the close of the year was nearly 928½ lakhs, showing a decrease of about 35½ lakhs as compared with the balance at the close of the preceding year.

Thus it will be seen that the transactions of the year were on the whole of an abnormal character. There was a decrease both in the number of the accounts opened and in the amount of the deposits; and for the first time since 1889-90 the closing balance was reduced below the figure of the previous year, owing to the amount withdrawn being in excess of the amount deposited by more than the interest for the year. The total amount withdrawn, however, fell short of the amount withdrawn in the previous year, notwithstanding the unusually large withdrawals made during the year under review at certain places in the Bombay Presidency, but then the withdrawals in the previous year were themselves exceptionally heavy. The average balance of each account was 127·15 as compared with 135·13 in the previous year. Of the 730,387 active accounts at the end of the year, 36,386 were security deposit accounts with a balance in favour of depositors of nearly 45½ lakhs, giving an average of R125 for each account, the maximum limit for a security deposit account being R500. The number of public accounts was 5,735 with a balance of nearly 31½ lakhs, giving an average of R549 for each account, as compared with 5,632 accounts with a balance of nearly 35 lakhs at the end of the previous year, giving an average of R621 for each account. There were 173 regimental and other conjoint accounts with a balance of nearly 11¼ lakhs, giving an average of R6,787 for each account. There is no limit of deposit in the case of regimental and other conjoint accounts. Of the remaining 688,093 active accounts with a balance of over 840 lakhs, 89,596 with a balance of over 160 lakhs were held on behalf of minors by their parents, relatives and guardians, and the rest were accounts opened and held by depositors on their own behalf. It will be seen, therefore, that 94·2 per cent. of all the accounts in the Post Office Savings Banks and 90·45 per cent. of the total balance of 928½ lakhs, represent the savings of private persons, deposited either for their own benefit or for the benefit of their children, minor relatives, and wards.

## Statement showing Post Office Savings Bank transactions during 1897-98 compared with 1896-97.

[Arranged in the order of aggregate balances as shown in column 13.]

NAMES OF POSTAL CIRCLES.	Number of Head Banks.	Number of Sub-Banks.	NUMBER OF ACCOUNTS.				Opening balance.	Deposits.	Interest.	TOTAL.	Withdrawals.	Balance.	Average number of Depositors per Head Bank.	Average balance in each Head Bank.	Average balance at credit of each Depositor.
			Opening Balance.	Opened during the year.	Closed during the year.	Balance.									
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
							R	R	R	R	R	R	R	R	R
Bombay . . . . .	25	836	157,606	23,162	25,528	155,240	3,08,05,290	80,97,750	8,84,091	3,97,87,131	1,21,15,710	2,76,71,421	6,209,60	11,06,85,84	178,24
Bengal . . . . .	37	1,135	155,033	35,483	28,736	161,780	1,81,56,836	85,04,735	5,41,592	2,72,03,073	90,87,927	1,81,15,146	4,372,43	4,89,59,54	111,97
North-Western Provinces and Oudh . . . . .	51	792	76,347	22,718	20,923	78,142	98,47,477	53,46,496	2,86,195	1,54,80,168	58,54,385	96,25,783	1,532,19	1,88,74,84	123,18
Punjab . . . . .	37	592	55,697	24,435	20,619	59,513	88,10,128	59,14,309	2,65,696	1,49,99,043	57,33,194	92,56,849	1,608,45	2,50,18,510	155,54
Madras . . . . .	39	1,022	109,747	24,628	22,776	111,599	80,56,849	47,41,360	2,23,900	1,30,22,109	55,69,540	74,52,569	2,861,51	1,91,091,51	66,77
Eastern Bengal . . . . .	9	280	31,581	5,648	4,345	32,884	37,07,610	15,92,681	1,09,118	54,99,409	16,61,991	37,47,418	3,653,77	4,16,379,77	113,95
Bihar . . . . .	12	418	29,236	7,591	5,580	31,247	37,07,345	19,56,524	1,09,982	57,17,851	20,76,031	36,97,820	2,603,91	3,08,151,66	118,34
Burma . . . . .	34	143	33,107	14,795	14,099	33,812	32,15,058	27,88,199	86,766	60,99,914	28,61,881	32,29,033	994,47	94,971,55	95,49
Central Provinces . . . . .	18	334	23,394	5,764	5,236	23,922	31,65,570	15,77,845	93,184	48,36,589	16,74,536	31,62,053	1,329,00	1,75,669,61	132,18
Sind and Baluchistan . . . . .	5	149	16,469	5,146	5,447	16,168	30,06,033	13,82,900	87,524	44,76,457	15,39,170	29,37,287	3,233,60	5,87,457,40	181,67
Assam . . . . .	11	194	13,587	3,521	2,479	14,629	18,74,262	9,38,710	57,185	28,70,157	8,67,036	20,03,121	1,329,90	1,82,101,90	136,92
Rajputana . . . . .	12	105	11,516	3,055	3,120	11,451	20,69,053	8,10,956	58,666	29,08,645	9,34,167	19,74,478	954,25	1,64,539,83	172,42
Total of 1897-98 . . . . .	280	6,000	713,320	175,946	158,879	730,387	9,68,92,411	4,36,52,446*	26,03,689	14,28,48,546	4,99,75,589*	9,28,72,978	2,518,57	3,20,251,65	127,15
Total of 1896-97 . . . . .	291	6,129	653,892	203,140	148,712	713,320	9,04,23,072	5,66,10,981	30,12,992	15,09,47,045	5,36,54,634	9,63,92,411	2,451,27	3,31,245,39	135,13
Increase or Decrease in 1897-98 . . . . .	-11	-129	+59,428	-32,194	+10,167	+17,067	+59,69,339	-1,29,58,535	-2,09,303	-71,58,499	-36,79,066	-35,19,433	+67,30	-10,993,74	-7,98
Percentage of Increase or Decrease . . . . .	-34	-210	+908	-1546	+683	+239	+660	-2289	-694	-479	-685	-365	+274	-331	-590

\* Inclusive of Rs. 14,62,866, balance of accounts transferred from one post office to another.



35. The statement below shows the number and value of accounts held by Europeans and Eurasians, as compared with the number and value of accounts held by natives of India. The proportion of accounts held by Europeans and Eurasians, as in the three preceding years, was highest in the North-Western Provinces and Oudh, Madras and Bombay circles; but 91·14 per cent. of the total number of accounts at the close of the year were held by natives of the country, showing again a slight increase over the percentage for the preceding year:—

NAMES OF POSTAL CIRCLES.	ACCOUNTS OF NATIVE DEPOSITORS (INCLUDING ACCOUNTS OF LOCAL NATIVE INSTITUTIONS ADMINISTERED BY NATIVES OF INDIA).			ACCOUNTS OF EUROPEAN AND EURASIAN DEPOSITORS (INCLUDING ACCOUNTS OF LOCAL INSTITUTIONS ADMINISTERED BY EUROPEANS AND EURASIANS).			TOTAL.		
	Number of accounts.	Balance of deposits.	Amount of interest.	Number of accounts.	Balance of deposits.	Amount of interest.	Number of accounts.	Balance of deposits.	Amount of interest.
		R	R		R	R		R	R
Bombay . . . . .	145,327	2,57,68,355	8,17,157	9,913	19,03,066	66,934	155,240	2,76,71,421	8,84,091
Bengal . . . . .	152,171	1,05,34,455	4,92,586	9,609	15,80,691	48,917	161,780	1,21,15,146	5,41,503
North-Western Provinces and Oudh . . . . .	66,889	81,61,002	2,43,603	11,253	14,64,781	42,592	78,142	96,25,783	2,86,195
Punjab . . . . .	50,813	77,58,010	2,25,357	8,700	14,98,840	40,249	59,513	92,56,850	2,65,606
Madras . . . . .	100,826	58,85,771	1,75,754	10,773	15,06,799	48,146	111,599	74,52,570	2,23,900
Eastern Bengal . . . . .	32,553	36,57,260	1,06,523	331	90,159	2,595	32,884	37,47,419	1,09,118
Bihar . . . . .	29,556	34,13,746	100,992	1,691	2,84,074	8,990	31,247	36,97,820	1,00,982
Burma . . . . .	28,909	24,55,380	63,633	4,903	7,73,452	23,133	33,812	32,29,032	86,766
Central Provinces . . . . .	20,694	25,39,098	74,629	3,228	6,22,955	18,555	23,922	31,62,053	93,184
Sind and Baluchistan . . . . .	14,171	25,43,486	75,795	1,997	3,93,800	11,729	16,168	20,37,286	87,524
Assam . . . . .	14,032	18,07,225	53,761	597	1,03,896	3,424	14,629	20,03,121	57,185
Rajputana . . . . .	9,794	16,29,487	49,259	1,657	3,44,990	9,376	11,451	19,74,477	58,635
TOTAL . . . . .	665,735	8,22,43,475	24,79,049	64,652	1,06,29,503	3,24,640	730,387	9,28,72,978	28,03,689

36. In the following statement the depositors are classified according to their occupation. As in the three preceding years the largest number of accounts were held by the undermentioned classes of depositors in the following order:—

- (1) persons of no occupation or whose incomes are derived from others or from their own property—classed as "Indefinite" in the statement;
- (2) the professional class, and
- (3) the domestic class.

The highest percentage of increase was, however, in the agricultural class, the number of whose accounts increased at the rate of 14·07 per cent. during the year under report:—

NAMES OF POSTAL CIRCLES.	CLASS I, PROFESSIONAL.		Class II, Domestic.	Class III, Commercial.	Class IV, Agricultural.	Class V, Industrial.	Class VI, Indefinite.	TOTAL.
	A. Having fixed income.	B. Having variable income.						
Bengal . . . . .	42,050	12,649	15,583	6,612	2,982	3,554	77,450	161,780
Bombay . . . . .	38,854	6,912	16,409	7,309	933	5,282	79,541	155,240
Madras . . . . .	35,008	8,242	15,241	6,835	2,421	4,297	39,555	111,599
North-Western Provinces and Oudh . . . . .	21,512	5,144	20,195	1,933	661	1,656	27,041	78,142
Punjab . . . . .	16,617	4,092	17,233	1,807	384	2,103	17,217	59,513
Burma . . . . .	6,486	1,095	15,065	886	112	2,057	8,111	33,812
Eastern Bengal . . . . .	8,657	2,620	2,891	733	202	450	17,325	32,884
Bihar . . . . .	9,794	2,426	4,494	706	941	436	12,450	31,247
Central Provinces . . . . .	8,352	1,541	4,500	432	141	490	8,400	23,922
Sind and Baluchistan . . . . .	4,314	793	3,803	336	18	641	6,293	16,168
Assam . . . . .	4,066	1,572	3,096	305	218	659	4,713	14,629
Rajputana . . . . .	3,813	694	2,020	344	103	352	4,125	11,451
Total of 1897-98 . . . . .	200,423	47,690	120,596	28,298	9,116	21,983	302,281	730,387
TOTAL OF 1896-97 . . . . .	194,590	46,043	116,828	27,427	7,991	21,801	298,640	713,320
INCREASE IN 1897-98 . . . . .	5,833	1,647	3,768	871	1,125	182	3,641	17,067
PERCENTAGE OF INCREASE . . . . .	2·99	3·57	3·22	3·17	14·07	·83	1·21	2·39

Investment  
in Govern-  
ment securi-  
ties.

37. There were 657 investments in Government securities through the Post Office during the year, the nominal value of the investments being R7,42,600 in the aggregate, as compared with 453 purchases of the nominal value of R8,34,300 in the preceding year. This increase in the number of investments is to be attributed mainly to the favourable rate at which Government securities were selling during the last eight months of the year. The sales of securities through the Post Office were 35 as compared with 34 in 1896-97. The nominal value of the securities held in the custody of the Comptroller General at the close of the year, on account of depositors in the Post Office Savings Bank, was R7,31,200 as compared with R6,05,600 on the 31st March 1897; and it may be interesting to note that of this balance in the hands of the Comptroller General, R6,65,700 represented the nominal value of securities of the  $3\frac{1}{2}$  per cent. loan, while the balance R65,500 was held in 3 per cent. loans.

### Section VII.—Insurance.

Insurance  
Business.

38. The progress of the insurance business of the Post Office since it was first undertaken is given in the following statement :—

YEAR.	LETTERS.		PARCELS.		TOTAL.		Insurance fees.
	No.	Value.	No.	Value.	No.	Value.	
		R		R		R	R
1877-78, last quarter, being the commencement of the system . . . . .	Details not available.	6,66,320	Details not available.	18,60,191	Details not available.	25,26,511	13,230
1878-79 . . . . .		89,71,775		2,81,21,219		3,70,92,994	1,23,556
1879-80 . . . . .		1,63,35,058		534,34,161		6,97,69,219	1,97,790
1880-81 . . . . .		1,57,33,428		6,30,26,524		7,87,59,952	2,01,046
1881-82 . . . . .		1,79,69,808		5,85,53,413		7,65,23,221	1,90,980
1882-83 . . . . .		2,30,67,342		5,95,70,924		8,26,38,266	1,99,841
1883-84 . . . . .		2,21,16,868		6,04,08,142		8,25,25,010	2,06,839
1884-85 . . . . .		2,30,06,964		5,52,14,744		7,82,21,708	1,93,579
1885-86 . . . . .	83,985	2,21,78,613	1150,260	4,75,99,870	234,245	6,97,78,483	1,69,945
1886-87 . . . . .	74,808	2,35,74,205	148,445	5,26,06,770	223,253	7,61,80,975	1,80,274
1887-88 . . . . .	76,237	2,43,93,295	149,109	5,29,89,932	225,346	7,73,83,227	1,83,494
1888-89 . . . . .	76,364	2,52,60,326	151,474	5,39,54,694	227,838	7,92,15,020	1,99,928
1889-90 . . . . .	77,245	2,49,65,787	160,228	6,40,99,236	237,473	8,98,75,023	2,29,659
1890-91 . . . . .	85,889	2,31,91,674	176,838	5,67,24,543	262,727	7,99,16,217	2,10,873
1891-92 . . . . .	88,741	2,31,67,897	176,869	5,33,72,377	265,610	7,65,40,274	2,02,737
1892-93 . . . . .	89,845	2,36,54,593	173,966	4,94,06,117	263,811	7,30,60,710	1,93,250
1893-94 . . . . .	89,332	2,31,75,043	195,706	5,69,14,359	285,038	8,00,89,402	2,10,714
1894-95 . . . . .	92,019	2,34,06,681	198,257	5,92,55,919	290,276	8,26,62,600	2,18,436
1895-96 . . . . .	93,764	2,45,58,478	201,219	6,26,73,095	294,983	8,72,31,573	2,31,277
1896-97 . . . . .	99,405	2,57,93,201	198,823	6,23,92,225	298,228	8,81,85,426	2,34,945
1897-98 . . . . .	99,988	2,58,36,516	226,657	7,42,26,074	326,645	10,00,62,590	2,65,550
Percentage of Increase . . . . .	59	17	1400	1897	953	1347	303

It will be seen that there was an increase in the total business of the year under report as regards both the number and value of the articles insured. It will be seen also that the parcel insurance business of the year has not only made up for the temporary decrease during 1896-97, but shows figures higher than those of any previous year. The total number of parcels insured exceeded the number in the preceding year by 27,834, and the number in 1895-96 by 25,438, their total value being nearly  $7\frac{1}{2}$  crores of rupees as compared with about  $6\frac{1}{4}$  crores in 1895-96 and 1896-97. The total value of all articles postally insured, for the first time exceeded 10 crores. The largest increase in insurance business occurred in Bombay, where the number of parcels insured in the year under report exceeded that in the previous year by 17,554. This was due



in a great measure to the panic caused by the plague, which drove many of the Marwari and other foreign traders to their homes. They made large use of postal insurance, considering it the cheapest and safest method of having their valuables despatched from Bombay to their native places.

The average value for which each letter was insured during the year 1897-98 was R258 as compared with R259 in the preceding year, and the average value for which each parcel was insured, R327 against R314 in the preceding year.

39. The number of claims for compensation on account of the loss of insured articles or the abstraction of their contents during the year under review was 34 as compared with 54 in the previous year. Six claims arose out of losses by highway robbery of mails all in British territory, and 6 claims had to be met in respect of insured articles lost in an accident which occurred on the 2nd April 1897 to the Rivers Steam Navigation Company's steamer *Loohit* on the river Megna, when she was caught in a sudden squall and sank with all the mails on board, about an hour's run from Chandpur. Out of the 34 claims made, 24 were admitted and in 12 of these 24 cases the loss was caused by fraud or negligence on the part of servants of the Post Office. The usual statement showing the cases in which compensation was actually paid or in which the claims were admitted during the last two years, is given on the margin. It

Claims for compensation.

Cases in which compensation was paid or the claims admitted.	1896-97.		1897-98.	
	No.	Amount.	No.	Amount.
		R a. p.		R a. p.
Loss by accident or departmental neglect or fraud	26	9,158 2 0	18	4,177 0 0
Loss by highway robbery in British territory	1	625 0 0	6	3,525 0 0
Loss by highway robbery in Native States.	19	6,042 0 0	...	...
	46	15,825 2 0	24	7,702 0 0
Value of property recovered.	...	5,082 0 6	...	657 0 0
Balance being amount of claims admitted.	...	10,743 1 6	...	7,045 0 0

will be seen that the claims admitted by the Post Office in the year under report amounted to R7,045-0-0 or 2'65 per cent. of the total amount realized from insurance fees, as compared with a percentage of 4'57 in the previous year. Of the 10 cases in which

claims were not admitted 4 were actually rejected, the remaining 6 being pending at the close of the year. In all 4 cases in which compensation was refused, the Post Office declined to accept responsibility, as the insured articles had been delivered in good condition, on a clear receipt, and there was good reason to believe that the articles said to be missing were either not inside the insured covers when the latter were posted or that they were abstracted after delivery. In one of these cases, in which four sovereigns were said to have been stolen from a parcel, it was evident from the weight of the cover and its contents that the sovereigns could not have been removed from the parcel before delivery. In a second case, also of alleged abstraction of sovereigns, the enquiry showed that in all probability the theft took place before the parcel was posted, and that the pieces of lead, which were found inside the parcel on its being opened by the addressee, had been substituted for the original contents before the parcel was actually presented at the post office for insurance. In one of the two remaining cases, in which the contents of an insured letter, declared to be currency notes, were found on delivery to be a few old letters, it was clear that a false declaration had been made by the sender, for which he was prosecuted, and, on conviction, sentenced to 18 months' rigorous imprisonment, and a fine. The last of these four cases was one in which it was alleged that a gold bar had been abstracted from an insured parcel. No satisfactory conclusion could be arrived at in this case, but as the parcel was delivered in good outward condition on a clear receipt, the claim was rejected.

## Section VIII.—Value-payable System.

Value-payable post

40. The development of the value-payable business since its introduction in

YEAR.	Articles sent under the value-payable system.	Value declared for realization.	Commission.
	No.	R	R
1877-78 (from the commencement of the system in December 1877) 4 months	413	6,721	195
1878-79	7,408	1,32,109	3,942
1879-80	25,589	3,49,857	11,498
1880-81	49,389	5,76,574	13,113
1881-82	99,416	10,80,543	19,838
1882-83	174,301	16,86,093	32,568
1883-84	287,377	28,08,873	53,450
1884-85	338,930	34,35,045	65,571
1885-86	436,115	45,32,803	85,530
1886-87	596,296	58,78,016	1,17,247
1887-88	775,928	76,02,734	1,50,708
1888-89	999,731	92,67,984	2,04,015
1889-90	1,010,410	1,03,84,966	1,92,970
1890-91	1,108,888	1,10,41,972	2,12,200
1891-92	1,251,004	1,34,50,286	2,44,865
1892-93	1,415,595	1,51,64,846	2,77,845
1893-94	1,596,952	1,76,14,628	3,19,501
1894-95	1,735,998	1,99,34,271	3,60,333
1895-96	1,877,693	2,10,57,029	3,84,196
1896-97	2,009,092	2,30,30,800	4,11,839
1897-98	2,180,465	2,56,62,825	4,56,613
Increase per cent. in 1897-98	8.53	11.38	10.87

1877 is shown in the marginal table, and it will be seen that the steady and rapid progress of this branch of the Post Office work was more than maintained during the year under report, and that the business has practically doubled since 1890-91. The total number of articles of all kinds sent through the post under the value-payable system was 2,180,465 as compared with 2,009,092 in the previous year;

the total amount specified for recovery from the addressees was over 2½ crores of rupees against less than 2½ crores, while the commission realized was nearly half a lakh more than in the previous year. There was thus an increase of 8.53 per cent. in the number of articles, of 11.38 per cent. in the value specified for recovery and of 10.87 per cent. in the commission realized. As in previous years, nearly two-fifths of the entire business of the year was transacted in the Bengal circle, or practically in Calcutta. Out of a total of 818,602 articles sent by the value-payable post in the whole of the Bengal circle, 779,808 were posted at the Calcutta General Post Office and its town sub-offices, and of the sum of over 92½ lakhs of rupees recovered from the addressees of value-payable articles posted in that circle, 88 lakhs of rupees were payable to the tradesmen of Calcutta. This amount was 4½ lakhs of rupees in excess of the corresponding figure of the preceding year.

The value-payable business with Ceylon shows steady progress since its introduction in 1891. During the year under report 23,697 value-payable articles of the aggregate value of Rs 2,07,000 were despatched from India to Ceylon as compared with 21,713 articles of the aggregate value of Rs 1,98,071 in the preceding year. The value-payable system has not yet been introduced between India and any other foreign country.

Classification of value-payable articles.

41. In the statement on the margin details are given of the different classes of

	No.	Value.	Commission.	Average value of each article.			Average commission on each article.
		R	R	R	a.	p.	Annas.
Value-payable parcels	776,772	65,00,277	1,33,792	8	5	8	3
Value-payable railway receipts	283,850	82,62,243	1,06,932	29	1	9	6
Value-payable registered letters and registered packets	222,313	75,28,018	90,802	33	13	9	6
Value-payable unregistered packets	897,530	33,72,287	1,25,087	3	12	1	2
TOTAL	2,180,465	2,56,62,825	4,56,613	11	12	4	3

articles sent through the post under the value-payable system. As compared with the figures of

previous year, the result is an increase of 8.78 per cent. in the number of value-payable registered parcels, of 11.70 per cent. in the number of value-payable railway receipts, of 24.45 per cent. in the



number of value-payable registered letters and packets, and of 4·09 per cent. in

YEARS.	Average value of each article (taking all classes of articles together).		
	R	a	p.
1891-92 . . . . .	10	12	0
1892-93 . . . . .	10	11	4
1893-94 . . . . .	11	0	5
1894-95 . . . . .	11	7	8
1895-96 . . . . .	11	8	6
1896-97 . . . . .	11	7	5

that of value-payable unregistered packets. The average value of each article, taking all classes of articles together was  $\text{R}11.12.4$ . The table in the margin shows the average value during the last 6 years. The average commission on

each article was practically the same as in the preceding year.

### Section IX.—Miscellaneous.

42. The following statement shows the transactions of the Post Office Post Office Guarantee Fund. Guarantee Fund during the year under report. The balance at the credit of the Fund, including the nominal value of Government Securities purchased on its behalf, rose from  $\text{R}6,41,920$  on the 31st March 1897 to  $\text{R}6,69,225$  on the 31st March 1898. The subscriptions realised from postal servants amounted to  $\text{R}14,923$ , while the amount decreed against the Fund in connection with frauds committed by officials of the Department was  $\text{R}14,195$  as compared with  $\text{R}16,469$  in the previous year and with an average of  $\text{R}17,625$  for the last ten years. A sum of  $\text{R}23,700$  was added to the Fund on account of interest during the year under report.

RECEIPTS.	Amount.	CHARGES.	Amount.
	R		R
Balance of 1896-97* . . . . .	6,41,920	Refund on account of excess realisation	783
Interest on $\text{R}3,00,000$ at 4 per cent. from April 1897 to March 1898 . . . . .	12,000	Sums decreed against the Fund	14,195
Interest on Government Securities of the nominal value of $\text{R}2,04,000$ (3½ per cent. loan of 1865) for the half-years ending 30th April 1897 and 31st October 1897 . . . . .	10,290	Refunds to subscribers on account of returnable subscriptions . . . . .	1,377
Interest on Government Securities of the nominal value of $\text{R}37,000$ (3 per cent. loan of 1896-97) for the half-years ending 29th June 1897 and 30th December 1897 . . . . .	1,110	Rewards to persons who gave information leading to important results in Post Office robbery cases . . . . .	252
Interest on Government Securities of the nominal value of $\text{R}20,000$ (3 per cent. loan of 1896-97) for the half-year ending 30th December 1897 . . . . .	300	Compensation to Postal servants for loss of private property . . . . .	182
Subscriptions realised from officials of the Imperial Post Office . . . . .	14,026	Discount, brokerage, etc., on purchase of Government Securities (3 per cent. loan of 1896-97) of the nominal value of $\text{R}20,000$ . . . . .	—1,352
Subscriptions realised from officials of the District Post . . . . .	897	Balance on 31st March 1898 † . . . . .	15,437
Recoveries on account of awards of previous years . . . . .	4,119		6,69,225
TOTAL . . . . .	6,84,662	TOTAL . . . . .	5,84,662

\* Inclusive of Government Securities of the nominal value of  $\text{R}3,31,000$ .  
† Do. do. do. do.  $\text{R}3,51,000$ .

43. The number of complaints made by the public during the year under review was 19,055 against 18,827 in the previous year. There was thus an increase of 1·21 per cent. in the number of complaints received in 1897-98 as compared with the previous year's figures and as compared with a corresponding increase of 5·98 per cent. in the number of articles dealt with by the Post Office. The proportion of cases in which the complaints were found to be

Complaints by the public

well founded was only 35·02 per cent. of the whole number, and the entirely groundless complaints were 38·58 per cent. of the total. In the remaining cases the investigation of the complaints had either not been completed at the end of the year, or although the enquiry had been completed no definite conclusion had been arrived at.

Under the head of groundless complaints are included all those which turn out to have no justification, though there may have been reason for asking for an enquiry. There are always, however, a number of complaints made without any real cause, of which the following may be cited as an instance. Numerous complaints having been received against a village postman in Eastern Bengal, a superior officer of the Department was specially deputed to enquire into the matter on the spot. It was then ascertained that the complaints had been lodged by or on behalf of a prominent resident of the village who thought that he had been insulted, because the village postman had once inadvertently handed him a letter with his left, instead of with his right, hand, and that the whole of them were either made up, or grave exaggerations.

It should be added that the difficulty of making effectual enquiries regarding the loss or miscarriage of unregistered articles, and the danger of complaints being treated as mere matters of routine have been fully recognized by the Post Office of India as it is recognized by all postal administrations. The clearest instructions on this subject are contained in the rules of the Department, and it may be fairly claimed that it is a constant endeavour on the part of those in authority to ensure that investigations shall be thorough, and that every reasonable complaint shall receive real attention. That there should be some failures is inevitable when the enormous mass of business of the Department is looked to, but it can only be repeated that complaints, when facts can be given, are really welcomed by the administration, and that year by year much care and patient trouble is expended on putting these complaints to their real purpose.

Complaints  
regarding  
special  
classes of  
articles.

44. The usual statement is given below showing the number of complaints received during the year regarding registered letters, ordinary parcels, insured letters and value-payable articles. These figures are included in the number of complaints shown in paragraph 43 of this report.

	1897-98.				TOTAL.	
	Registered letters.	Ordinary parcels.	Insured letters and Insured parcels.	Value-payable parcels and Value-payable registered articles.	1897-98.	1896-97.
I.—Cases in which enquiry showed either that no loss occurred or that the loss had not occurred through the fault of postal officials . . . . .	240	166	22	75	503	543
II.—Cases in which the postal establishment was proved to be in fault, or in which there was strong ground for believing it to be so . . . .	130	73	19	62	284	277
III.—Cases in which no definite conclusion was arrived at or which were pending . . .	70	102	10	26	208	208
TOTAL . . . . .	440	341	51	163	995	1,028

It will be seen that out of a total of 995 complaints relating to these special classes of postal articles, 503 or 50·55 per cent. were groundless, and that the proportion of cases in which postal officials were proved to be in fault was 28·54 per cent. The percentage of cases in which no definite conclusion was arrived at, or which were pending at the close of the year, was 20·9. The complaints were rather less in number than those received in the previous year, although there was



an increase of over half a million registered letters, over a quarter of a million parcels, over 170,000 value-payable articles, and over 28,000 insured articles. Complaints which proved to be well-founded were made by the public in respect of only 130 out of 9,375,651 registered letters, 73 out of 2,965,990 parcels, 19 out of 326,645 insured articles and 62 out of 2,180,465 value-payable articles.

45. The number of cases in each postal circle in which servants of the Post Office were found

	1896-97.	1897-98.
Number of legal convictions	153	145
Number of cases departmentally punished	139	161
	292	306

guilty of offences punishable by law is shown in Appendix VIII, and a summary of the figures is given on the margin. The

total includes 59 cases of misappropriation of office cash, 112 money order frauds, 10 savings bank frauds, and 95 cases of theft from mails and post offices. Most of the remaining offences relate, as usual, to letters, parcels, and other mail matter properly so-called. Among the offenders convicted or departmentally punished were 64 departmental postmasters and 37 clerks (including 1 Railway Mail Service sorter), 71 extraneous agents in charge of post offices, 65 postmen and village postmen, 2 telegraph messengers, 2 overseers, 24 runners and 13 others employed on various other duties in post offices. The amount of defalcations and losses was Rs 4,285-15-11 as compared with Rs 3,020-3-7 in the previous year and Rs 4,646-12-5 in 1895-96. Rupees 20,100-1-9 was recovered from the offenders or their sureties; Rs 1,514-5-8 was decreed against the Guarantee Fund, and Rs 12,671-8-6 remained unadjusted at the close of the year.

46. There were 4 cases of fraud in respect of money orders to the value of Rs 159-14-0 and one case of fraudulent withdrawal amounting to Rs 130-0-0 from the savings bank in which persons not belonging to the Post Office were concerned. Besides these, there were 49 cases of house-breaking and theft of Government money from post office safes and from the mails, apart from the cases of highway robbery which are separately dealt with. The total amount stolen was Rs 3,274-9-0, of which Rs 1,741-13-8 was recovered, Rs 624-1-1 was written off as finally lost, and Rs 908-10-3 was unadjusted at the close of the year.

47. The usual abstract is given in the margin showing the number of cases

NAMES OF POSTAL CIRCLES.	1896-97.			1897-98.		
	NUMBER OF HIGHWAY ROBBERIES.			NUMBER OF HIGHWAY ROBBERIES.		
	British Territory.	Native States.	TOTAL.	British Territory.	Native States.	TOTAL.
Bengal	5	1	6	1	...	1
Bombay	4	1	5	3	3	6
Madras	3	1	4	3	4	7
North-Western Provinces and Oudh	6	...	6	11	...	11
Punjab	4	1	5	5	2	7
Assam	1	...	1	...	...	...
Bihar	3	...	3	1	...	1
Burma	1	1	2	...	...	...
Central Provinces	...	...	...	2	...	2
Eastern Bengal	1	...	1	...	...	...
Rajputana	...	3	3	1	1	2
Sind and Baluchistan	...	...	...	...	...	...
TOTAL	28	8	36	27	10	37

in which the mails were plundered by highway robbers during the year under review and in the previous year, whether in British territory or in Native States. There were 37 cases of the kind during 1897-98 as compared with 36 in 1896-97. Of these 37 cases, 27 occurred in British territory as compared with 28 in the previous year, and 10 in Native

States as compared with 8 in the previous year, so that the increase in the total number was wholly due to the offences committed in Native States. The increase was greatest in the North-Western Provinces and Oudh where the number of these cases rose from 6 to 11. In Bombay, Madras, and the

Punjab the number also increased; while in the Central Provinces and Berar, where there were no cases of the kind last year, two occurred during the year under report. On the other hand, in Bengal as well as in Bihar and Rajputana, the number decreased, while there were no mail robberies at all in the Assam, Burma, Eastern Bengal, and Sind and Baluchistan circles.

Character  
of mail  
robberies.

48. In 13 out of the 37 cases of highway robbery the mail carriers were wounded by the robbers, and in four cases so severely as to necessitate their detention for some time in hospital. In a case that occurred in the Hissar district of the Punjab, the runner was killed and his body buried in the sand. Three men who were supposed to be implicated in the murder were arrested. One of these was tried for the crime and sentenced to death. In another case which occurred in the Thana district in Bombay, the runner was murdered by a spear-thrust through his neck. Two men concerned in the murder were arrested. One of them was sentenced to death and the other to rigorous imprisonment for a term of ten years. Two other cases accompanied by loss of life occurred beyond the border in Waziristan. In one of these cases the driver of the mail *ekka* in which the mails were being conveyed from Miranshah to Bannu was shot dead by a party of some 30 or 40 Waziris. Three men were arrested on suspicion in connection with this crime, but were discharged for want of evidence. In the other case two mail *ekkas* while on their way to Miranshah, were fired on by a party of Waziris who were concealed behind some rocks. Two sepoy who were escorting the mails were shot dead; the two *ekka* horses were also killed on the spot; and one of the *ekka* drivers and a passenger succumbed shortly afterwards to the wounds they received. The object of this attack appears to have been to obtain possession of the arms and ammunition which the two sepoys were carrying. No one was brought to account for this outrage. The only other case involving a loss of life occurred in the Ellichpur district in Berar, where a runner was beaten to death by his assailants with clubs. For this crime one man was convicted of murder and sentenced to death, but on appeal the sentence was reversed by the Judicial Commissioner of the Hyderabad Assigned Districts who sentenced him to three years' rigorous imprisonment on a charge of receiving stolen property. In a case that occurred in the Meerut district of the North-Western Provinces, the mail bag carried away was found hanging on a tree. It had, however, been opened and a parcel which it contained was missing. In another case that occurred also in the North-Western Provinces, in the Bijnor district, the enquiry took an extraordinary turn and resulted in the conviction of three police officials who were investigating the case, one of the rank of Inspector and two Sub-Inspectors, under Section 195 of the Indian Penal Code, for fabricating false evidence, and they were each sentenced to three years' rigorous imprisonment. In one of the cases that occurred in the Madras Presidency the object of the robbers appears to have been to obtain some official papers. The bulk of the mail was found intact, but most of the articles addressed to Government officers had been opened.

There were only 11 cases in which Government suffered any loss, and the total loss amounted to Rs. 4,865-11-8. Of this sum Rs. 1,340-11-8 was taken from the mails in actual cash, while Rs. 3,525 represents the compensation that had to be paid for insured articles. In 11 cases the entire mail was recovered, in 19 cases a portion was recovered, and in the remaining seven cases the entire mail was lost. Prosecutions were instituted in 17 cases, in 10 of which convictions were obtained. In addition to the cases of actual highway robbery mentioned above, there were three unsuccessful attempts to rob the mail, two of which took place in British territory and one in a Native State.

Casualties.

49. There were various other cases during the year in which the lives of postal servants were lost and destruction of property was caused by storms,



floods, fires, and other causes. On the 12th June 1897 a severe shock of earthquake was felt throughout Bengal and Assam, which caused the entire destruction of 25 post office buildings, though happily there was no loss of life among servants of the Department. In addition to the buildings altogether destroyed, 52 others suffered damage, which was of so serious a nature in 18 cases that the buildings had to be almost entirely rebuilt. The Chittagong district in Eastern Bengal was visited, on the 24th October 1897, by a cyclone of unusual violence, which levelled almost all the buildings in the district to the ground, causing the total destruction of 33 post office buildings, of which 20 were the property of Government, while 8 others were more or less seriously damaged. In one instance the destruction of a post office was unfortunately attended by loss of life, a postman and a daughter of the sub-postmaster being killed by the falling house. In March 1898 a mail runner was killed by a tiger in the Singbhum district of Bengal while returning to his stage and several lives were lost by river accidents. In August 1897 two mail carriers were drowned in Travancore owing to the capsizing of a boat in which they were crossing a stream, and later in the year a village postman of the Gorakhpur district in the North-Western Provinces lost his life owing to a similar accident. In the following month a small mail boat was upset in a whirlpool on the Sittang river in Burma and one of the mail carriers in it was drowned, while another mail carrier perished in Cutch while attempting to ford a stream that was in flood. It should be added that a village postman in the Jummoo province of Kashmir was precipitated into the river Chenab, owing to the collapse of a swinging bridge over which he was crossing, and was never seen again. A mail peon attached to the Chandernagore post office was run over and killed by a train on the East Indian Railway. It was his duty to attend to the mail exchanging apparatus by the side of the railway line, and it is supposed that he had incautiously walked down the line and failed to hear the train coming up behind him.

In four instances during the rains of the year under report, mails were lost in the attempts of the mail carriers to cross streams that were in flood. In another instance a sowar who was conveying the mails to Miranshah in the Tochi Valley was carried away by a flood which came down the road, and narrowly escaped being drowned. Most of the mails were, however, recovered when the flood subsided. On the 23rd February 1898 the Royal Indian Marine Steamer *Pagan* with five mail bags on board was wrecked on her way from Kindat to Mandalay in Burma. The mail bags were saved, though the contents were much damaged. On the 6th August 1897 the boat conveying mails from the S.S. *Plover* to the Sualkuchi post office in Assam capsized, resulting in the loss of an account bag containing a remittance of ₹100. A more serious accident of the same kind that occurred during the year was the loss of the River Steam Navigation Company's Steamer *Lookit* on the 2nd April 1897, about an hour's journey from Chandpur. The steamer was caught in a sudden squall on the river Megna and sank with all the mails on board, comprising a large number of insured, value-payable, and other registered letters and parcels.

During the year 21 post offices were destroyed by fire, of which 7 were the property of the Department and two post office buildings were blown down by storms. A postal van attached to the Delhi-Umballa-Kalka Railway mail train was completely burnt on the 14th June 1897 between the Lalru and Ghaggar stations. The fire originated in a horse-box, in front of the mail van, and this vehicle as well as the brake van next to it were also burnt. Owing to the promptitude of the sorters who were in the mail van, the whole of the mails were saved. There was no loss of life during the year under report on the mail lines to Chitral, Leh and Gilgit which cross over Himalayan

passes at high elevations, but on two occasions during the winter the runners carrying the mails from Chitral were more or less seriously injured while crossing the Lowari Pass, 10,450 feet in height, and a runner was hurt in a land-slip which occurred on the Srinagar side of Kargil, on the Leh line.

Post Office  
staff.

50. The establishment of the Imperial Post Office in the various grades is

Postal Officials.	1896-97.	1897-98.	Percentage of increase.
Chief Officers of the Directorate and Account Office and Heads of Circles	22	22	0.00
Superintendents, Probationary Superintendents, Assistant Superintendents and Inspectors of Post Offices	441	449	1.81
Postmasters, including Deputy, Assistant, Sub and Branch Postmasters	5,109	5,154	0.88
Extraneous agents, such as schoolmasters and station-masters	4,983	5,276	5.88
Clerks	7,335	7,434	1.35
Postmen and other servants	14,597	14,697	0.68
Road establishment	12,221	12,413	1.57
Village postmen	4,388	4,588	4.56
Signallers and other servants employed for telegraph work in combined offices	1,659	1,933	16.52
TOTAL	50,755	51,966	2.38

\* One less shown in 1896-97.

increase under the several heads was due to the general development of Post Office work, the largest purely postal increase being under the head of extraneous agents and village postmen. This is owing to the special attention which continues to be paid to providing postal facilities in rural tracts. The staff of the Post Office included 164 pensioned soldiers of the native army, of whom 34 were non-commissioned officers and 130 sepoys. These men were employed in various capacities, such as branch postmasters, clerks, postmen or packers. Out of the total number of 164 pensioned soldiers, 92 were serving in the Punjab, and 39 in the Madras circle. During the year 1897-98, 40 women were employed in the Post Office, of whom 37 were European or Eurasian. Of these 40 women, one was postmistress of a head office, 6 were postmistresses of sub-offices, 4 of branch offices, while 28 were clerks and one a postwoman.

Cost of  
printing by  
private  
presses.

51. The charges incurred during the year on account of printing work done by private presses amounted to ₹2,717, as compared with ₹3,676 in 1896-97 and ₹7,805 in 1895-96.

#### Section X.—Non-Postal Branches of the Post Office.

Postal Tele-  
graph  
(combined)  
offices.

52. During the year under review, 81 new combined post and telegraph offices were opened, and 18 previously existing combined offices were closed. Of the latter number, seven offices situated on the North-West Frontier, were transferred from the Post Office to the Telegraph Department to be worked as Departmental Telegraph offices in consequence of the field operations. There was thus a net increase of 63 in the total number of combined offices, as compared with a net increase of 106 during the previous year. Of the new combined offices, 74 were opened at places which had previously been without a Government telegraph office, and 56 at places where there had previously been no Government or Railway telegraph office.

In the Madras circle, seventeen new combined offices were opened. Bombay comes next with ten new offices and then Bengal with nine new offices. The total number of combined offices in each postal circle is shown in the statement given in the next paragraph. At the close of the year there were 1,634 Government telegraph offices, of which 257 were under the control of the Telegraph Department, and 1,377 were combined post and telegraph offices controlled by the Postal Department.



53. The usual statement is given below showing the traffic statistics of combined offices arranged according to postal circles. There was an increase of 208,416 or 11·17 per cent. in the number of messages sent, and of 309,474 or 15·82 per cent. in the number of messages received, while the revenue showed an increase of R2,29,929 or 12·40 per cent. over the figures of the previous year. The number of transit messages rose from 854,103 to 1,017,747, so there was an increase of 163,644 or of 19·15 per cent. in these messages. The total revenue from messages sent from combined offices amounted to R20,84,000, and exceeded the expenditure on the establishment of these offices by R16,21,129.

NAMES OF POSTAL CIRCLES.	Number of combined offices open on 31st March 1898.	Total cost of local Postal Establishments and fixed contingent allowance debitable to the Telegraph Department for working combined offices during the year.		NUMBER OF MESSAGES.			Revenue realised during the year on sent messages (Inland and Foreign).	REMARKS.			
				Sent Inland and Foreign (excluding "free messages").	Received.	Transit.					
		₹	a.	p.				₹	a.	p.	
1. Madras . . .	281	75,981	3	8	412,301	485,063	281,700	3,95,817	2	2	NOTE.—At the close of the year there were 560 combined offices authorised to accept foreign messages, as compared with 53 at the end of the year 1896-97.
2. Bengal . . .	171	38,342	11	5	185,869	197,290	88,278	1,98,458	4	10	
3. Bombay . . .	163	65,756	6	9	337,650	335,805	236,599	3,22,700	14	4	
4. Punjab . . .	163	55,704	7	0	232,423	257,276	65,881	2,76,433	5	9	
5. North-Western Provinces and Oudh . . .	149	48,720	9	4	251,544	287,762	60,962	2,56,829	1	4	
6. Assam . . .	95	28,679	6	0	78,619	90,787	14,052	70,176	11	2	
7. Eastern Bengal	75	20,766	2	3	74,607	89,752	76,920	67,519	4	8	
8. Bihar . . .	71	20,624	10	2	79,937	103,478	91,737	88,602	14	4	
9. Central Provinces . . .	70	30,438	13	11	118,413	129,925	44,065	1,22,073	4	6	
10. Burma . . .	69	48,059	2	9	113,496	121,104	19,673	1,10,152	7	0	
11. Rajputana . . .	39	14,219	1	0	87,967	113,923	30,665	81,414	13	2	
12. Sind and Baluchistan . . .	31	15,578	2	11	101,129	52,993	7,215	93,821	12	8	
Total for 1897-98.	1,377	4,62,870	13	2	2,073,955*	2,265,158	1,017,747	20,83,999	15	11	
TOTAL FOR 1896-97	1,314	4,32,045	8	2	1,865,539	1,955,684	854,103	18,54,070	7	11	
Increase . . .	63	30,825	5	0	208,416	309,474	163,644	2,29,929	8	0	
Percentage of increase . . .	4·79	7·13			11·17	15·82	19·15	12·40			

\* Excluding 122,434 free messages.

During the year, 294 servants of the Post Office qualified as signallers, while 106 were under training when the year closed. The number of boys employed as telegraph messengers in combined offices on the 31st March 1898 was 456, as compared with 328 on the 31st March 1897.

54. In addition to messages despatched and received by wire at the 1,377 combined offices, telegrams were received from the public at 1,859 post offices for despatch by post to the nearest telegraph offices, as compared with 1,923 such offices during 1896-97. The number of telegrams booked at these receiving offices was 38,016 and the revenue realized was R35,371, as compared with 39,780 messages booked, and R38,190 realized, during the previous year. The decrease in the transactions during the year under review is probably due to the reduction in the number of receiving offices consequent on an increase in the number of combined offices.

The number of messages booked by post offices in the Persian Gulf on

account of the Indo-European Telegraph Department was 289, as compared with 246 in 1896-97, and fees to the amount of ₹3,081-1-0 were realized, as compared with ₹3,391-2-0 in the previous year.

Post Office  
Passenger  
and Bullock  
Train Ser-  
vice between  
Kalka and  
Simla.

55. The gross expenditure on the combined Passenger and Bullock Train Service was ₹3,76,326 against ₹4,38,242 during the previous year, showing a decrease of ₹61,916 during the year under report. The receipts amounted to ₹3,55,401 as compared with ₹3,45,874 during 1896-97, and there was, therefore, an excess of charges over receipts of only ₹20,925, although over ₹25,000 were paid to the establishment as compensation for the famine prices of grain.

Receipt of  
salt revenue  
at post  
offices.

56. The system of employing this Department as an agency for receiving salt revenue continued in force during the year at a few selected post offices in the North-Western Provinces and Oudh, the Punjab, the Central Provinces and Rajputana; but, as in the previous four years, the transactions were very small during the year under report. The Post Office was made use of to forward to the salt depôts a total of 353 indents for 57,786 maunds of salt of the gross value of ₹1,56,050, on which ₹798 was realised as postal commission.

Sale of  
quinine at  
post offices.

57. The following table shows the supplies of quinine obtained on indent for sale at post offices in the several postal circles during the year 1897-98 as compared with the figures of the previous year. The result is an increase of nearly 393 lbs. over the latter year.

NAMES OF POSTAL CIRCLES.	SUPPLY IN 1896-97.		SUPPLY IN 1897-98.		INCREASE.		DECREASE.	
	lbs.	Grains.	lbs.	Grains.	lbs.	Grains.	lbs.	Grains.
Bengal (including Bihar and Eastern Bengal)	2,037	2,273	1,880	499	...	...	157	1,774
Madras	300	4,260	626	6,550	326	2,290	...	...
Bombay	132	5,124	172	4,158	39	6,034	...	...
North-Western Provinces and Oudh	4	517	31	4,495	27	3,973	...	...
Punjab	1	6,515	Nil	Nil	...	...	1	6,515
Central Provinces	120	1,850	141	3,805	21	1,955	...	...
Assam	51	2,762	116	4,690	65	1,923	...	...
Rajputana	25	6,980	31	5,555	5	5,575	...	...
Sind and Baluchistan	22	4,610	45	4,897	23	287	...	...
Burma	17	6,290	60	6,095	42	6,805	...	...
TOTAL	2,714	6,181	3,107	5,744	552	852	159	1,289

Net increase 392 lbs. 6,563 grains.

The most noticeable features of the table are the rather marked decrease in the supply of the drug to Bengal, and the still more marked increase in its supply to Madras. As stated in last year's report, the system was abandoned in the Punjab in compliance with the wishes of the Local Government. With the exception, therefore, of Bengal, every postal circle in which quinine was on sale at post offices exhibits a satisfactory increase—a result which may be regarded as showing that the masses are acquainted with its value as a febrifuge, and that they are ready to avail themselves of it when it is procurable at their doors in small quantities at a cheap price.

The falling off in Bengal is confined to Bengal proper, as distinguished from Bihar and Eastern Bengal, and is attributed partly to the diminished prevalence of malarial fevers and partly to the high price of food-grains which made less money available for the luxury of medicines. The large increase of over 326 lbs. in Madras might have been even larger were it not that the price of the drug was raised, under the orders of the Local Government, from two to three pies for the 5-grain packet, with the result that the sales, which till then averaged 71,731 packets monthly, fell to about 39,000 packets a month—a decline of about 45·0 per cent.



In the same circle a trial was made during the year of the system obtaining in some other circles, of entrusting packets of quinine for sale to village postmen and postmen serving villages. The experiment was first tried in three districts and met with such success that it was introduced generally throughout the presidency. It is anticipated that the sale of the febrifuge in this way will be extremely popular in the more fever-stricken tracts. Special efforts were also made in two other circles to promote the popularity of the scheme: in Bombay, directions for the use of the drug were printed on the packets in the several local vernaculars; and in Burma, leaflets were issued in English and Burmese describing the merits of quinine.

The sphere of operation of this branch of postal business was extended in the North-Western Provinces and Oudh, where it now embraces the whole of that postal circle; in the Central Provinces circle, where it now includes all post offices in the Central India Agency, and in Burma, where every village postman and all but a few post offices now sell the drug.

58. A separate report has been submitted, as usual, on the administration of the Postal Insurance Fund. From the 1st February 1898 the benefits of the Fund were extended generally to all Government servants who are subject to Civil Rules, and from the same date a system of Endowment Assurances was added to the scheme. During the year 291 new policies for an aggregate amount of Rs. 4,38,250 were issued. Of these 82 were Endowment Assurance policies issued during February and March 1898, and it would seem that the system of Endowment policies is likely to prove in the future the most popular form of insurance. As regards the scheme for monthly allowances, which has hitherto been practically inoperative, there was a decided increase this year in the number of contracts taken out. Eleven new contracts were issued as compared with two in the previous year, and there were 19 contracts in existence at the close of the year as compared with nine at the end of 1896-97. Since the Postal Insurance Fund was started on the 1st February 1884, 2,966 lives have been insured, and at the close of the year under report there were 2,455 active policies in existence, 1,861 of which were held by Post Office servants and 594 by servants of other Departments. Forty-two claims, amounting in all to Rs. 55,900, were paid during the year on the deaths of insured persons, and the aggregate sum insured at the end of the year was Rs. 34,69,650. In the year under report, as in the preceding one, no advantage was taken by women of the extension of the benefits of the scheme to them. Nine life annuities were purchased under Article 867 of the Civil Service Regulations during the year under report, of which one was subsequently cancelled.

59. The system of paying the pensions of pensioners of the Native Army through the agency of the Post Office in the Punjab continued to work satisfactorily. The total number of pensioners paid during the year under report was 24,713, and the amount paid to them was Rs. 17,82,147. The following table shews the yearly transactions in this branch of business from its introduction.

Year of payment.	No. of pensioners paid.	Amount paid.	Commission to Post Office at 12 annas per cent.
		R   a   p	R   a   p
1890-91 . . . . .	19,131	11,72,924 1 1	8,796 14 11
1891-92 . . . . .	21,060	12,76,556 5 2	9,574 2 9
1892-93 . . . . .	21,592	15,29,578 14 6	11,471 13 5
1893-94 . . . . .	22,271	15,76,103 8 7	11,820 12 5
1894-95 . . . . .	22,801	16,23,096 10 6	12,173 3 6
1895-96 . . . . .	23,485	16,74,896 14 8	12,561 11 6
1896-97 . . . . .	24,112	17,46,333 5 6	13,097 8 0
1897-98 . . . . .	24,713	17,82,147 0 8	13,366 1 7

## Section XI.—Financial Results.

Receipts and  
expenditure  
according to  
Depart-  
mental  
accounts.

60. The receipts and charges of the year, as shown in the Post Office accounts, are given in detail in Appendix X, under two main heads, Postal Service proper and Non-Postal branches, a summary of which is given in the statement below :—

	RECEIPTS.		CHARGES.	
	1896-97.	1897-98.	1896-97.	1897-98.
	R	R	R	R
1. Postal Service Proper . . .	1,73,84,646	1,83,23,500	1,28,08,761	1,32,71,540
2. Non-Postal Branches—				
(a) Mail cart, parcel van, passenger and goods service . . . . .	3,46,476	3,55,708	3,46,476	3,55,708
(b) Mail steamer subsidies . . .	...	...	6,77,964	6,32,889
(c) Contributions from Na- tive States . . . . .	6,000	6,000	...	...
TOTAL . . . . .	1,77,37,122	1,86,85,208	1,38,33,201	1,42,60,137

Under Postal Service proper, the net receipts, after deducting the amounts due to the British, Colonial and other Post Offices, were R9,38,854 in excess of those of the previous year, while the charges increased by R4,62,779. The improvement in the receipts was due to an increase of R6,05,606 from the sale of ordinary postage stamps, to an increase of R71,395 in the revenue derived from service postage stamps, and to an increase of R2,70,749 in the income realized from money order commission. There was also an increase of R2,996 in the collections on account of postage paid in cash, and an increase of R11,796 in the miscellaneous receipts of the Department. On the other hand, there was an increase of R23,688 in the payments made to British and other Post Offices. Under the head of Non-Postal branches the receipts were R9,232 more than in the previous year. None of the items of postal expenditure calls for any special notice. Altogether the receipts exceeded the charges by R44,25,071.

61. In Appendix XI will be found a comparative abstract of the receipts and charges of the Post Office for the year, including, under a distinct head (III), certain receipts and charges which appear in the Finance and Revenue Accounts,

RECEIPTS, 1897-98.	R	CHARGES, 1897-98.	R
District Post collec- tions, including Zemindary dāk receipts in Bengal	99,455	District Post Establishments, includ- ing Zemindary dāk in Bengal . . .	13,60,601
		Stores from England . . . . .	4,76,060
		Payments under postal arrangements with Lords of the Treasury . . .	5,75,000
		Other payments . . . . .	20,590
		Exchange on charges in England . .	6,03,470
TOTAL . . . . .	99,455	TOTAL . . . . .	30,35,721

but not in the Post Office accounts. The entries under this head are shown on the margin, and if these totals be added to the totals given in the preceding para-

graph, the entire receipts of the year amount to R1,87,84,663, and the entire charges to R1,72,95,858. There was thus a surplus of R14,88,805 on the year's transactions, as shown in the Finance and Revenue Accounts. The charge on account of District Post Establishments has, however, to be excluded, as it is entirely met by grants from District Post funds, which, with the exception of R99,455 shown in the marginal table, are not credited to the Post Office in the

Financial  
position of  
the Post  
Office.



Finance and Revenue Accounts. The actual accounts of the year there-

	Details.	TOTAL.
	R	R
<i>Add</i> —Railway free service estimated . . . . .	97,610	
Rent of Government Buildings . . . . .	4,15,292	
Gratuities . . . . .	3,504	
Leave allowances paid out of India . . . . .	28,048	
Pension (being the average of five years capital- ised at 10·165 year's purchase) . . . . .	5,43,581	10,88,035
<i>Deduct</i> —Share of Marine subsidies which should strictly have been borne by the Military, Political and other Departments . . . . .	1,74,935	
Postage on unpaid official correspondence sent from India to the United Kingdom (formerly collected and brought into account) . . . . .	38,858	2,13,793
Net amount to be added . . . . .		8,74,242

fore show a surplus of R27,49,951. In order, however, to bring out the complete financial results of the year in the usual way, the net balance of the items marginally shown\* must be deducted from the surplus just noted, and the net financial result is a surplus of

R18,75,709 as compared with R12,51,973 in 1896-97 and with R10,29,230 in 1895-96.

In this estimate of the financial position of the Post Office no allowance has been claimed, as stated each year, on account of the services rendered by the Department to Government in the management of the Post Office Savings Bank and in carrying official correspondence at exceptionally low postage rates. It will be seen from the figures noted above that the Post Office is now showing steady progress every year in its financial position. The progress this year is all the more noticeable, regard being had to the prevalence of both famine and plague, almost throughout the year.

#### Section XII.—Notice of Post Office Officials.

62. I have much pleasure in bringing to the notice of Government the valuable services rendered by Mr. H. M. Kisch, as the delegate of the Indian Post Office at the Washington Congress. Mr. Kisch has already received the special thanks of Government for the excellent work done by him on this occasion, but it is right that his name should also be mentioned here. Mr. Kisch was accompanied to Washington by Mr. Doran, Assistant Director-General, in the capacity of Secretary, and has reported in the highest terms of the assistance received by him from that officer. I have also much pleasure in bringing to the notice of Government the name of Mr. P. Sheridan, Postmaster-General, Punjab, for his successful organization and management of the postal arrangements for the various expeditions on the frontier, and with his name the names of Mr. W. T. vanSomeren, C.I.E., Chief Superintendent with the Tirah Expedition, of Mr. H. C. Sheridan, Superintendent in charge of the arrangements with the Malakand Field Force, and of Mr. C. J. Stowell, Superintendent with the Mohmand Field Force. All these officers also have already received the thanks of Government, but, in accordance with the usual practice, are mentioned again in the Annual Report. I also wish to place before Government the name of Mr. Owens, Presidency Postmaster of Calcutta, for his success in carrying out the novel scheme of a continuous delivery in that city, and the name of Babu Profulla Chandra Banerji, officiating Deputy Postmaster-General, Eastern Bengal, for his energy and good work in dealing with the difficulties caused by the great cyclone of October 1897, in the Chittagong District. The name of Rai Bahadur Daulat Ram, C.I.E., also deserves prominent mention. During the last two years he has had special anxieties and difficulties to contend with in the management of the Kalka-Simla service, chiefly owing to the prevalence of famine prices, and his management has never been more successful. He received the distinction of a Companion-

Mention of  
Officers of  
the Post  
Office.

ship of the Indian Empire on the occasion of Her Majesty's Jubilee, in recognition of his long and meritorious work while in charge of this line. The services of the following officers also, who have been mentioned by heads of circles, deserve special recognition:—Mr. L. Byrne, Superintendent of the Lahore Division of the Railway Mail Service, upon whom very onerous duties devolved in connection with the postal arrangements for the various frontier expeditions; Mr. A. Bean and Mr. A. B. Thompson, Postal Superintendents with the Tirah Expedition; Mr. Appleby, at first Base Postmaster for the Malakand Field Force and afterwards an officiating Superintendent with that Force; Mr. Cama, at first Inspector and afterwards Superintendent with the Malakand Field Force; Lala Bhagwandas, Base Postmaster for the Tirah Expedition; Mr. G. O. Hart, Assistant Superintendent, Railway Mail Service, for his courage and determination in getting through the mails on the Eastern Bengal Railway after the earthquake of June 1897, and Babu Rash Bihari Das, postmaster of Shillong, for his promptitude in making arrangements for carrying on the work of the office in a temporary building, the post office having been entirely destroyed by the earthquake.

I have the honour to be,

SIR,

Your most obedient Servant,

A. U. FANSHAWE,

*Director-General of the Post Office of India.*



## SCHEDULE OF PRINCIPAL STEAM SERVICES (1897-98).

*By the British India Steam Navigation Company.*

- (1) Direct communication twice a week between Calcutta and Rangoon.
- (2) Weekly communication between Calcutta and Rangoon *via* Chittagong, Akyab, Kyauk-Phyu and Sandoway.
- (3) Weekly direct communication between Madras and Rangoon.
- (4) Weekly communication between Madras and Rangoon *via* the N. E. Coast ports.
- (5) Communication three times a week between Rangoon and Moulmein.
- (6) Weekly communication between Rangoon, Tavoy and Mergui. Under contract with the Post Office for ten years, from 1st May 1894, on an annual subsidy of Rs. 5,500.
- (7) Direct communication twice a week between Bombay and Karachi.
- (8) Weekly communication between Bombay and Karachi *via* the Coast ports.
- (9) Weekly communication between Karachi and Basrah *via* the Persian Gulf ports.
- (10) Daily communication (Sundays excepted) between Tuticorin and Colombo.
- (11) Additional services between any of the ports served by the above-mentioned lines, and between Burma and the Straits.
- (12) Fortnightly service from Negapatam to the Straits. Under contract with the Post Office so long as the service is actually maintained on payment of a special additional subsidy at the rate of Rs. 6,000 per annum.

*By the Asiatic Steam Navigation Company.*

- (13) Six-weekly communication between Calcutta and Port Blair, with extensions to Madras and Rangoon. The consideration is not in the form of subsidy, but of guaranteed rates for the transport of Government stores: the contract is for five years, from 1st January 1895, and is terminable after the five years by a notice of six months.

*By the Irrawaddy Flotilla Company, Limited.*

- (14) A daily service between Mandalay and Myingyan to and fro each way (except on Saturdays).
- (15) A daily service between Myingyan and Pokokku to and fro each way (except on Sundays).
- (16) A daily service between Prome and Thayetmyo to and fro each way (except on Sundays).
- (17) A service twice a week between Thayetmyo and Pokokku to and fro each way.
- (18) A weekly service between Pokokku and Kindat to and fro each way.
- (19) Six times a week between Katha and Bhamo. Under contract with the Local Administration originally for five years from the 1st August 1896 to the 31st March 1901. The subsidy is Rs. 7,000 per mensem, towards which the Post Office contributes Rs. 2,722.
- (20) A service three times a week between Thayetmyo and Minbu to and fro each way. Under contract with the Local Administration originally from 1st July 1896 to 30th June 1897, which has however been extended to the 31st October 1898. The subsidy is Rs. 1,500 a month, towards which the Post Office contributes Rs. 388.
- (21) A service three times a week between Rangoon and Bassein. Under contract with the Local Administration from 1st January 1896 to the 31st March 1899, but terminable at any time by 30 days' notice from either party. Monthly subsidy Rs. 1,000 per mensem.
- (22) A service twice a week between Bassein and Henzada. Under contract with the Local Administration from 1st January 1896, and to continue in force until six months' notice is given by either party, the subsidy being Rs. 1,250 per mensem, towards which the Post Office contributes Rs. 250.

*By the Euphrates and Tigris Steam Navigation Company.*

- (23) Weekly communication on the River Tigris between Basrah and Bagdad. Under contract for ten years, from the 1st May 1894, with Her Majesty's Secretary of State for India. Subsidy Rs. 24,000 per annum: steamers to run in connection with line No. 9.

Statement showing the numbers of Post Offices and Letter-Boxes (excluding those at post offices) opened and Village Postmen entertained during the year 1897-98, and the total numbers at the end of the official years 1896-97 and 1897-98.  
 (This Appendix relates only to the Imperial Post and does not include figures of District Post.)

NAMES OF POSTAL CIRCLES.	EXISTING ON THE 31ST MARCH 1897.				OPENED OR ENTERTAINED IN 1897-98.				TOTAL OF 1897-98.				CLOSED OR DISCONTINUED IN 1897-98.				BALANCE ON 31ST MARCH 1898.				INCREASE OR DECREASE.			
	Post Offices.	Letter-Boxes.	Village Postmen.	No.	Post Offices.	Letter-Boxes.	Village Postmen.	No.	Post Offices.	Letter-Boxes.	Village Postmen.	No.	Post Offices.	Letter-Boxes.	Village Postmen.	No.	Post Offices.	Letter-Boxes.	Village Postmen.	No.	Post Offices.	Letter-Boxes.	Village Postmen.	No.
Bengal	1,408	4,309	406†	128	108	3	5	1,536	4,417	411	33	53	6	1,503	4,364	405	55	6	71†	11	Increase	55	6	71†
Bombay	1,420	2,869	722	19	86	9	15	1,439	2,955	731	13	15	20	1,426	2,940	711	13	15	20	11	Increase	13	15	20
Madras	2,040	2,514	972	59	306	80	114	2,099	2,620	1,061	12	114	31	2,057	2,726	1,030	47	37	192	58	Increase	47	37	192
North-Western Provinces and Oudh	1,307	2,388	632	48	147	90	72	1,412	2,535	722	8	70	5	1,404	2,465	717	8	70	5	85	Increase	8	70	5
Punjab	1,300	1,735	655	107	257	72	28	1,407	1,982	728	33	31	21	1,374	1,951	707	33	31	21	51	Increase	33	31	21
Assam	253	274	118	20	19	5	3	273	293	221	7	3	4	266	290	217	7	3	4	1	Increase	7	3	4
Bihar	485	579	188	4	32	14	202	489	611	202	2	6	13	487	605	189	2	6	13	1	Increase	2	6	13
Burma	186	292*	41	6	88	10	6	192	380	51	5	29	...	187	351	51	5	29	...	1	Increase	5	29	...
Central Provinces	597	420	289	26	12	6	623	432	295	5	5	5	...	618	427	295	5	5	...	7	Increase	5	5	...
Eastern Bengal	415	1,050	83	10	30	4	425	1,120	87	2	2	2	4	423	1,118	83	2	2	...	28	Increase	2	2	...
Rajputana	310	220	116	12	10	1	322	230	117	71	...	6	1	322	223	116	12	10	...	3	Increase	12	10	...
Sind and Baluchistan	197	152	67	5	20	4	202	172	71	...	...	...	...	196	164	67	...	...	...	12	Increase	...	...	...
Railway Mail Service	...	98†	...	...	10	...	108	...	...	...	...	...	...	97	...	...	...	...	...	1	Increase	...	...	...
TOTAL	9,948	16,950*	4,388†	441	1,125	309	4,607	18,075	10,389	186	354	189	10,263	17,721	4,588	771	315	771	200	...	Increase	315	771	200

\* Three more shown in 1896-97. † One less shown in 1896-97.

## Appendix No. II.

Statement showing the distances over which Mails were conveyed by Railway, Mail Carts, Horses, Camels, Runners, Boats, and Steamers during the years 1896-97 and 1897-98.  
 (This Appendix relates only to the Imperial Post and does not include figures of the District Post.)

NAMES OF POSTAL CIRCLES.	RAILWAY.										MAIL CARTS, HORSES, CAMELS, etc.		RUNNERS AND BOATS.	STEAMER SERVICES, SEA AND RIVER.		TOTAL.
	UNDER LOCAL CONTROL.		UNDER INSPECTOR-GENERAL, RAILWAY MAIL SERVICE.						Total.		1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.
	1896-97.	1897-98.	Served by railway guards under weighment system.	Served by mail guards.		Served by Railway Mail Service Sorting Section.		Total.								
				1896-97.	1897-98.	1896-97.	1897-98.		1896-97.	1897-98.						
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Bengal	167	167	73	73	34	34	1,119	1,393	119	5,061	5,249	3,617	3,614	10,190	10,375	83,720
Bombay	466	538	19	19	247	175	1,764	2,495	516	8,919	8,944	3,233	3,237	15,110	15,072	86,019
Madras	...	...	179	105	134	124	3,737	4,045	510	11,096	11,521	2,377	2,377	18,041	18,467	86,019
North-Western Provinces and Oudh	...	...	80	354	342	342	2,644	3,078	682	2,043	2,131	...	...	5,803	5,994	86,019
Punjab	...	65	131	...	...	...	2,044	2,577	1,510	6,981	6,978	...	...	10,666	10,666	86,019
Assam	276	236	...	...	...	...	236	276	63	1,694	1,795	532	532	2,465	2,626	86,019
Bihar	...	...	49	...	6	6	1,033	1,088	4	1,097	1,092	...	...	2,189	2,184	86,019
Burma	877	914	...	...	...	...	...	914	787	1,512	1,320	3,751	4,776	6,927	7,945	86,019
Central Provinces	...	46	...	...	186	...	1,491	1,720	362	3,428	3,010	...	...	5,461	5,662	86,019
Eastern Bengal	...	86	...	...	...	...	...	86	...	1,811	1,823	241	320	2,138	2,229	86,019
Rajputana	...	...	...	...	264	264	1,186	1,450	245	3,159	3,231	...	...	4,854	4,926	86,019
Sind and Baluchistan	...	...	...	...	...	...	829	1,100	(a) 603	643	624	...	...	2,075	2,266	86,019
Total	1,872	2,071	517	531	1,219	1,128	15,802	16,553	5,414	5,263	47,444	48,318	13,751	14,856	86,019	88,720

(a) Exclusive of Political Lines in Baluchistan, viz., 547 miles in 1896-97 and 374 miles in 1897-98.

(b) Exclusive of 403 Military Lines.



## Appendix

Statement showing the estimated\* numbers of Letters, Post-cards, Newspapers, Packets, and Parcels, and the actual Madras, North-Western Provinces and Oudh, Punjab, Assam, Bihar, Burma, Central Provinces,

	BENGAL.		BOMBAY.		MADRAS.		N.-W. PROVINCES AND OUDH.		PUNJAB.	
	Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.	
	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.
Letters, paid . . . . .	23,347,356	24,836,007	33,758,198	35,214,574	35,443,821	36,462,483	21,912,019	22,578,092	19,466,310	21,811,122
" unpaid . . . . .	5,554,951	5,460,827	3,300,669	3,486,290	2,907,182	2,975,897	4,931,567	4,657,582	2,258,721	2,332,875
" registered . . . . .	1,374,720	1,362,805	1,087,778	1,138,122	1,949,178	2,054,507	1,208,385	1,309,177	1,001,195	1,152,592
" insured . . . . .	26,032	28,730	18,276	19,319	32,798	81,207	43,200	14,052	11,550	6,966
" value-payable . . . . .	54,385	60,720	35,666	55,767	67,238	84,732	90,390	98,426	56,810	60,173
" service privileged . . . . .	935,964	961,561	3,572	3,806	1,874,770	1,037,967	1,954,310	1,970,942	2,397,878	875,843
Post-cards . . . . .	25,995,874	28,283,250	35,649,285	39,591,107	26,320,593	27,782,731	20,715,184	21,434,182	22,742,111	21,613,111
Reply post-cards . . . . .	909,032	1,012,040	774,191	1,067,495	1,095,626	1,150,558	1,085,015	1,018,115	817,077	998,371
Total . . . . .	58,199,224	62,008,943	75,627,635	80,588,480	62,991,406	72,480,082	51,939,979	53,069,562	47,127,886	52,951,500
Newspapers . . . . .	4,222,930	4,752,186	5,481,544	5,512,673	5,297,141	5,470,464	3,925,992	4,198,908	3,593,505	4,188,940
Book and Pattern Packets.										
Unregistered . . . . .	2,871,794	3,217,083	2,618,927	2,601,746	3,889,649	4,188,427	2,347,367	2,578,073	1,810,713	2,247,366
Registered . . . . .	46,936	72,739	30,660	28,887	42,105	51,100	40,515	32,902	42,731	41,566
Book Packets.										
Value-payable, registered . . . . .	15,799	16,555	9,047	11,002	31,937	30,113	23,099	17,937	22,786	25,991
" unregistered . . . . .	178,172	207,163	153,404	134,008	195,301	185,446	123,474	133,486	174,574	190,011
Registered Parcels, paid . . . . .	127,959	138,752	147,460	159,453	130,826	144,045	136,752	150,015	205,181	261,181
" unpaid . . . . .	81,577	88,590	44,061	44,165	58,713	66,534	63,953	65,904	72,844	66,381
" insured . . . . .	27,140	26,045	34,701	44,321	48,076	51,230	22,682	22,213	18,459	21,581
" value-payable . . . . .	164,028	171,836	69,585	72,009	140,499	145,479	107,154	105,511	87,496	85,111
Unregistered Parcels . . . . .	17,963	22,168	42,027	48,180	15,356	28,783	18,094	23,617	26,828	32,311
Total . . . . .	65,956,412	70,723,000	86,259,051	89,244,924	79,541,009	82,841,703	58,759,452	60,418,058	53,093,094	60,113,500
Money orders, inland . . . . .	2,776,781	2,795,160	1,089,420	1,315,507	1,382,449	1,466,097	1,476,731	1,571,686	1,124,249	1,168,411
GRAND TOTAL . . . . .	68,733,193	73,518,160	85,348,471	90,560,431	80,923,458	84,307,800	60,227,183	61,989,724	54,121,576	61,282,011
Deduct—Number of articles returned undelivered . . . . .	1,316,389	1,202,545	2,932,853	3,221,998	1,077,700	2,090,199	1,258,963	1,361,215	1,535,242	2,305,000
Net actually delivered . . . . .	67,416,804	72,315,615	82,415,618	87,338,433	79,845,758	82,217,601	58,968,220	60,628,509	52,586,334	58,977,011
Add—Number of articles sent to Dead Letter Office . . . . .	793,876	826,344	806,385	900,112	363,626	377,568	619,882	624,150	453,335	608,000
Total . . . . .	68,210,680	73,141,959	83,222,003	88,238,545	79,209,384	82,595,169	59,588,102	61,252,659	53,049,669	59,585,011

\* Calculated from the actual figures of 14 days.

*By Messrs. Apcar & Co., Calcutta, and Jardine, Matheson & Co., Hong-Kong.*

- (24) Communication at irregular intervals between Calcutta and the Straits and Hong-Kong, the dates of departure being regulated mainly with reference to the Calcutta opium sales. } No subsidy.

*By the Peninsular and Oriental Steam Navigation Company.*

- (25) Fortnightly communication between Calcutta and Colombo, touching occasionally at Madras. } Non-contract lines maintained by the Company in connection with the China and Australian mail services. The Post Office pays by weight for the conveyance of mails sent by these non-contract steamers.
- (26) Fortnightly communication between Bombay and Colombo. }

*By other Agencies.*

- (27) By River Steam Navigation Company.—Daily communication between Rowmari and Dibrugarh on the Brahmaputra River. } Under contract with the Post Office from the 1st May 1898 to the 30th April 1903. Annual subsidy Rs75,000, towards which the Bengal Government and the Assam Administration contribute Rs40,000.
- (28) By Messrs. Shepherd & Co.'s Steamers.—Daily communication between Bombay and Goa. } Under contract with the Local Government from 1st October 1897 to 31st May 1898. The monthly subsidy is Rs3,000, towards which the Post Office contributes Rs969-6 and the Portuguese Government Rs200\*.
- (29) By Mr. G. E. L. Dawson.—A steamer service three times a week between Buthidaung and Akyab from 1st October to 30th April in each year, and during the remaining months of each year a service twice a week. } Under contract with the Local Administration for five years from 15th February 1895, but terminable at any time by either party giving six months' notice. Subsidy Rs15,000 a year.
- (30) By Mr. G. E. L. Dawson.—A steam launch service twice a week between Akyab and Paletwa from 1st October to 30th April in each year, and during the remaining months of each year a weekly service. }

\*Discontinued for the period from 1st January to 31st May 1898.



## No. III.

number of Money Orders received in the Post Offices (both Imperial and District Post) under the Bengal, Bombay, Eastern Bengal, Rajputana, and Sind and Baluchistan postal circles, during the years 1896-97 and 1897-98.

ASSAM.		BIHAR.		BURMA.		CENTRAL PROVINCES.		EASTERN BENGAL.		RAJPUTANA.		SIND AND BALUCHISTAN.		TOTAL.	
Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.	
1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.
3,134,361	3,321,265	6,702,756	7,033,159	7,085,250	7,629,751	7,283,419	7,155,199	5,766,009	5,789,786	5,641,466	5,923,791	4,981,025	5,050,766	174,518,990	182,805,998
899,907	841,220	2,255,335	2,179,675	3,774,074	4,078,066	1,337,829	1,289,027	929,134	930,698	859,737	800,966	518,222	466,809	29,469,293	29,791,932
123,161	130,723	365,626	393,418	241,230	245,932	319,271	315,360	153,144	153,065	202,184	209,953	210,892	205,339	8,236,773	8,670,993
3,311	2,816	4,615	6,310	1,564	4,850	5,136	5,292	3,263	2,894	2,920	4,145	1,017	1,147	154,682	129,757
22,578	32,172	58,191	63,406	16,686	23,256	29,852	49,014	11,550	15,747	18,250	21,665	7,091	9,829	468,687	574,901
179,267	161,017	535,872	543,224	300,160	268,379	481,305	468,946	237,276	226,091	22,205	23,047	78	26	7,298,617	7,452,852
2,136,300	2,326,000	702,931	6,176,895	916,802	1,039,416	5,680,860	5,855,252	6,057,395	7,180,306	4,609,011	5,047,090	2,502,310	2,768,525	160,922,895	172,896,460
108,822	16	329,569	385,857	83,168	83,820	243,064	234,617	294,086	296,745	88,226	99,541	52,436	51,960	5,880,332	6,474,343
6,890,467	6,890,522	15,958,895	16,781,944	12,418,943	13,373,470	15,380,736	15,352,707	14,351,957	14,595,332	11,435,050	12,130,201	8,273,091	8,554,401	386,950,269	408,797,236
915,000	1,008,020	987,664	1,085,066	1,778,773	1,799,819	1,271,191	1,320,701	849,407	949,495	805,972	825,082	719,180	784,020	29,778,291	31,891,494
564,394	709,273	547,161	713,783	1,281,916	1,475,069	693,083	699,731	374,386	549,351	315,412	334,601	399,519	466,366	17,814,321	19,780,808
7,039	6,414	8,499	8,985	14,626	19,215	8,056	7,691	8,447	9,908	3,103	2,842	5,449	5,006	260,166	287,205
5,814	5,058	7,039	8,421	8,682	6,388	7,143	8,004	7,665	8,421	3,263	3,233	2,242	1,538	144,016	142,611
43,722	34,727	58,165	61,059	43,852	46,016	53,003	51,100	47,972	54,776	33,267	36,135	17,989	19,658	1,122,895	1,153,791
23,099	21,222	31,416	32,902	51,309	52,482	27,714	31,469	18,354	19,762	34,206	37,960	17,520	22,812	953,797	1,072,058
22,578	23,100	19,293	24,012	49,249	45,025	18,466	21,222	14,313	17,077	20,727	21,874	15,695	15,408	481,409	501,196
8,838	7,013	5,658	6,571	10,455	15,851	11,706	12,906	3,963	4,693	23,099	30,791	4,745	7,170	218,222	250,313
69,246	80,717	50,292	59,547	89,008	93,753	50,578	51,074	36,343	40,389	21,561	22,526	14,391	16,008	901,081	944,072
4,380	5,110	3,650	4,902	2,659	2,112	10,555	15,095	5,579	7,274	4,171	5,501	2,268	3,441	153,560	198,351
8,787,776	17,677,732	18,787,202	15,848,874	16,929,300	17,532,201	17,571,700	15,718,386	16,256,579	12,699,940	13,450,746	9,472,089	9,895,828	438,778,727	466,019,125	
2,613	6,000	600,369	715,644	591,035	639,672	403,212	510,444	569,586	591,102	266,961	267,731	229,442	230,287	10,947,571	11,661,350
9,178,703	18,338,101	19,502,846	16,439,909	17,568,972	18,025,413	18,082,149	16,287,972	16,847,681	12,966,001	13,718,477	9,702,531	10,126,115	449,726,298	476,683,475	
256,803	366,382	410,833	2,019,128	2,281,172	642,540	638,038	354,415	366,277	319,714	232,750	360,255	357,178	13,225,384	14,785,063	
8,921,990	17,974,719	19,092,013	14,420,781	15,287,800	17,383,873	17,446,106	15,933,557	16,481,404	12,647,187	13,485,727	9,341,276	9,768,937	436,500,914	461,898,412	
100,262	173,468	200,574	349,346	411,148	163,385	151,449	87,529	88,882	159,335	158,276	73,458	69,933	4,155,544	4,520,773	
9,022,252	18,145,187	19,292,587	14,779,127	15,698,948	17,547,258	17,600,555	16,021,086	16,570,286	12,806,522	13,644,003	9,414,734	9,838,870	440,656,458	466,419,185	

## Appendix

Statement showing the Numbers of Articles received at, and disposed of by, the Dead Letter Offices at Ajmere, 1896-97 and

	AJMERE.		BOMBAY.		CALCUTTA.		DINAPUR.		KARACHI.	
	Number.		Number.		Number.		Number.		Number.	
	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.
Received from Post Offices										
Registered Articles.	354	347	6,392	6,551	2,784	2,589	931	1,100	771	751
Parcels . . . .	27	44	367	620	187	388	38	43	26	50
Letters . . . .	137,564	142,041	659,664	770,570	866,244	906,679	160,475	185,697	63,703	59,522
Newspapers . . .	15,729	10,687	68,245	61,179	68,924	62,268	8,219	9,416	5,030	7,377
Packets . . . .	5,951	5,157	71,417	61,192	45,185	43,661	3,805	4,118	3,038	4,233
TOTAL . . . .	159,335	158,276	805,385	900,112	983,324	1,015,488	173,468	200,574	73,158	69,933
Received from other Dead Letter Offices.										
Registered Articles.	6	22	1,287	1,306	130	83	39	19	27	42
Parcels . . . .	...	...	3	...	2	7	...	1	...	1
Letters . . . .	61,347	63,312	124,393	144,456	139,262	163,541	191,730	220,123	17,318	17,609
Newspapers . . .	9,380	1,375	37,531	31,914	42,447	40,967	2,408	2,926	403	218
Packets . . . .	380	162	55,851	58,600	21,110	20,020	305	320	424	671
TOTAL . . . .	71,813	63,871	219,065	235,676	202,951	224,638	194,482	223,389	18,232	19,603
Total Number of Articles received in the Dead Letter Office.	230,448	222,147	1,025,450	1,135,788	1,186,275	1,240,126	367,950	423,963	91,600	89,536
Deduct—Articles transferred to other Dead Letter Offices.										
Registered Articles.	26	41	1,029	2,007	327	271	118	109	45	...
Parcels . . . .	12	3	8	17	3	16	3	6	...	...
Letters . . . .	67,972	68,251	196,078	221,826	369,790	401,252	52,191	66,383	28,335	28,335
Newspapers . . .	9,473	8,226	38,485	37,685	12,412	10,797	7,660	8,310	7	4,400
Packets . . . .	4,265	4,238	78,031	80,212	22,070	20,905	2,130	2,740	3,476	3,520
TOTAL . . . .	81,739	80,753	315,421	341,833	404,611	433,211	62,102	79,547	39,186	36,255
Balance remaining to be disposed of . . . .	148,709	141,394	710,029	793,955	781,664	806,885	305,848	344,416	52,414	53,281
Articles sent out by Dead Letter Offices.										
By re-direction or re-transmission to their addresses.										
Registered Articles.	16	24	755	776	133	148	123	121	9	...
Parcels . . . .	2	7	164	225	50	92	2	5	1	...
Letters . . . .	21,433	23,983	118,759	114,466	103,312	130,804	35,798	43,335	15,894	14,111
Newspapers . . .	1,007	597	3,265	4,115	9,228	10,699	818	721	334	...
Packets . . . .	980	789	24,064	15,615	8,215	10,369	747	700	341	...
TOTAL . . . .	23,438	25,400	147,067	135,197	120,938	152,112	37,488	44,882	16,579	14,551
By return to their senders.										
Registered Articles.	236	200	4,233	4,250	1,888	1,677	603	750	632	...
Parcels . . . .	...	7	63	118	57	195	7	6	1	...
Letters . . . .	89,354	93,665	302,784	361,868	398,337	428,533	174,162	203,189	27,981	28,000
Newspapers . . .	14,629	3,229	63,062	50,923	89,731	81,041	2,130	3,311	1,295	...
Packets . . . .	795	215	25,097	22,783	34,699	31,159	1,047	635	495	...
TOTAL . . . .	105,214	97,326	395,139	442,942	524,912	542,605	177,949	207,891	30,404	32,006
Articles undisposible and deposited as dead.										
Registered Articles.	93	104	762	824	566	576	126	139	112	...
Parcels . . . .	13	27	135	280	79	92	26	28	3	...
Letters . . . .	10,052	18,451	105,836	213,866	133,867	169,531	90,054	91,113	5,395	5,400
Newspapers . . .	...	...	64	370	...	718	19	...	...	...
Packets . . . .	...	83	86	446	1,302	1,251	186	363	50	...
TOTAL . . . .	10,057	18,668	106,883	215,766	135,814	172,168	90,411	91,643	5,531	5,500
GRAND TOTAL . . . .	148,709	141,394	710,029	793,955	781,664	806,885	305,848	344,416	52,414	53,281
Articles issued by Dead Letter Offices for delivery to the addressees or senders and returned as undeliverable.										
Registered Articles.	27	31	343	283	333	272	118	123	56	...
Parcels . . . .	...	...	1	...	3	11	...	...	...	...
Letters . . . .	4,659	5,442	51,469	61,095	63,461	54,511	26,515	34,870	689	...
Newspapers . . .	8	...	48	37	96	344	34	72	...	...
Packets . . . .	2	1	91	53	186	243	33	32	...	...
TOTAL . . . .	4,696	5,474	51,892	61,468	54,079	55,381	26,698	35,007	745	...

From Bengal . . . . . \*1896-97. 703,876  
 " Assam . . . . . 101,019  
 " Eastern Bengal . . . . . 87,529  
 982,324 1,015,488



## No. IV.

Bombay, Calcutta, Dinapur, Karachi, Lahore, Lucknow, Madras, Nagpur, and Rangoon, during the years 1897-98.

LAHORE.		LUCKNOW.		MADRAS.		NAGPUR.		RANGOON.		TOTAL.			
Number.		Number.		Number.		Number.		Number.		Number.		Proportion.	
1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.
1,541	1,596	2,719	2,707	4,112	4,283	742	675	517	827	21,173	21,426	...	...
260	519	219	348	82	162	21	30	82	105	1,309	2,309	...	...
300,400	535,888	549,433	561,904	305,562	323,041	145,107	138,160	326,512	389,863	3,615,084	4,013,465	...	...
1,7510	40,783	43,368	37,809	33,152	31,141	12,845	10,099	11,608	9,114	304,389	278,473	...	...
34,553	30,289	24,243	21,382	19,718	18,941	4,610	4,885	10,327	11,239	213,449	205,100	...	...
463,335	609,075	619,882	624,150	363,626	377,568	163,385	154,449	349,346	411,748	4,155,544	4,520,773	74.03	74.04
100	82	140	181	1,407	1,511	2	...	37	44	3,175	3,293	...	...
2	2	2	...	60	83	1	...	...	...	70	96	...	...
103,764	116,476	439,644	474,499	93,139	110,797	41,714	43,555	17,154	17,973	1,229,465	1,365,728	...	...
16,874	24,515	13,500	10,268	11,578	9,638	482	414	103	124	134,772	122,479	...	...
5,121	4,031	5,114	6,319	3,469	3,875	216	207	275	228	90,265	93,834	...	...
123,361	139,108	438,405	491,270	109,633	125,904	42,415	44,176	17,569	18,369	1,457,747	1,585,430	25.97	25.96
587,196	748,183	1,078,288	1,115,420	473,279	503,472	205,800	198,625	366,915	429,517	5,613,201	6,106,203	100	100
115	185	553	656	360	360	37	36	127	103	3,637	3,806	...	...
9	...	24	23	29	3	3	5	...	4	112	160	...	...
66,510	...	163,786	175,287	55,137	57,862	64,789	60,205	105,917	115,043	1,204,866	1,319,107	...	...
16,138	741	31,495	27,053	15,819	15,962	16,350	8,883	7,551	5,891	253,227	140,962	...	...
15,505	13,181	12,202	13,001	11,235	11,169	2,904	2,871	5,161	5,515	156,978	163,524	...	...
128,274	156,006	208,060	215,970	81,590	85,346	78,083	72,000	118,756	126,556	1,518,812	1,627,559	27.06	26.65
458,222	592,177	870,228	899,450	390,699	418,126	127,717	126,625	248,159	302,961	4,094,479	4,478,644	72.94	73.35
204	172	269	317	115	96	37	48	104	81	1,765	1,801	...	...
107	148	70	93	40	45	4	7	24	16	464	689	...	...
101,815	168,461	97,078	101,113	39,741	39,035	17,268	20,618	117,248	154,516	668,346	810,452	...	...
3,045	4,132	2,052	2,203	2,438	2,353	1,471	1,484	3,495	2,606	27,091	29,241	...	...
6,493	7,981	3,536	3,083	4,192	1,802	1,518	1,732	3,838	4,499	53,944	47,102	...	...
111,665	180,894	103,005	106,819	40,546	43,331	20,298	23,889	124,729	161,721	751,613	869,238	18.36	19.85
774	812	1,100	1,092	3,855	3,855	516	495	288	350	14,125	14,103	...	...
70	124	69	108	29	90	5	8	33	36	334	699	...	...
193,190	222,944	452,910	464,654	202,300	219,479	88,951	86,542	56,601	63,490	1,989,970	2,177,186	...	...
38,219	45,034	23,227	18,821	25,414	22,464	1,414	746	570	436	257,591	226,965	...	...
5,075	7,097	11,153	7,445	6,346	6,182	404	405	1,377	1,031	86,488	77,729	...	...
234,338	276,011	488,459	492,120	237,944	252,070	91,290	88,197	58,869	65,346	2,345,508	2,496,682	57.28	55.75
548	509	937	826	1,189	1,483	124	96	335	334	4,821	5,066	...	...
76	195	58	124	44	107	10	10	25	49	469	907	...	...
11,793	132,116	275,393	295,389	102,521	117,462	15,873	14,349	63,900	74,787	684,367	1,072,448	...	...
...	2,391	...	...	1,059	...	152	...	95	208	1,389	3,781	...	...
602	61	2,466	4,162	1,414	3,673	...	81	206	419	6,312	10,579	...	...
13,689	125	278,764	300,511	206,229	122,725	16,189	14,539	64,561	75,894	997,358	1,092,724	24.36	24.40
68,922	102,177	870,228	899,450	390,699	418,126	127,717	126,625	248,159	302,961	4,094,479	4,478,644	100	100
69	44	151	128	385	300	109	151	46	46	1,637	1,429	...	...
2	7	1	...	...	...	...	...	...	...	7	18	...	...
1,129	26,162	21,052	27,245	23,818	25,373	12,820	13,196	11,385	13,626	227,537	265,372	...	...
63	26	...	9	71	120	1	...	49	51	358	659	...	...
59	51	...	...	69	47	1	2	62	72	503	502	...	...
1,322	26,290	21,804	27,382	24,343	25,810	12,931	13,349	11,542	13,785	230,052	267,980	7.43	7.91





## Appendix No. VI.

Statement showing the number of Service Postage Stamps of each denomination sold in each postal circle, and the gross value thereof during the years 1896-97 and 1897-98.

Names of Postal Circles.	1-anna Post-cards.	1-anna Square Envelopes.	1-anna Square Envelopes.	2-anna Large Registration Envelopes.	1-anna Stamps.	1-anna Stamps.	2-anna Stamps.	4-anna Stamps.	8-anna Stamps.	1-rupee Stamps.	Gross value.
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	R
Bengal	528,172	7,056	3,144	2,104	1,314,286	2,406,013	258,798	181,936	42,752	36,601	3,36,377
Bombay	227,268	11,512	5,528	1,115	1,921,183	4,392,501	403,503	172,904	55,368	17,067	4,77,591
Madras	518,325	19,952	18,040	1,376	3,297,091	4,045,548	401,575	122,063	29,482	16,263	4,78,047
North-Western Provinces and Oudh.	244,795	12,512	8,056	2,584	1,759,072	2,440,316	258,846	103,062	39,785	6,649	2,97,503
Punjab	444,167	22,416	10,224	10,448	994,350	4,504,271	395,527	241,400	146,036	63,102	5,68,834
Assam	42,464	1,616	1,440	40	127,269	344,627	32,782	16,393	4,798	1,490	38,442
Bihar	104,912	4,176	1,360	728	334,107	588,334	43,122	34,154	5,463	1,342	67,244
Burma	28,932	2,080	2,640	575	522,388	1,210,250	108,263	47,747	10,694	1,905	1,25,510
Central Provinces	64,672	11,264	6,368	1,024	723,292	948,722	97,218	34,976	14,386	3,782	1,15,872
Eastern Bengal	52,224	1,312	312	104	144,825	329,233	15,190	9,360	2,954	753	32,481
Rajputana	22,080	896	976	2,968	221,683	311,343	22,052	7,603	2,955	716	34,182
Sind and Baluchistan	75,595	10,032	7,352	1,520	467,351	845,570	74,726	27,356	9,087	1,646	92,198
Total of 1897-98	2,353,606	104,824	65,440	24,586	11,826,897	22,366,728	2,111,602	998,954	363,760	151,316	26,64,281
TOTAL OF 1896-97	2,342,971	105,793	67,961	23,975	11,373,496	21,675,533	2,001,968	973,152	406,409	136,262	25,92,966

Sale of Service Postage Stamps as per this statement  
Ditto as per Appendix X.

R  
26,64,281  
26,63,955  
Difference R  
326  
375  
4

Short credits in Civil Accounts (under correspondences)  
Refunds of Service Stamps deducted from sale in the Postal Accounts, but not in stamp return

R  
379  
50  
1  
2

Deduct—

Value of Service Stamps supplied to the Agent, Governor General, Khorasan, not shown by the Superintendent of Stamps, Calcutta  
Over credit in Civil Accounts in adjustment of short credit in previous year  
Over credit in Civil Accounts (under correspondence)

53  
146

# Appendix No. VIII.

## Statement showing the Offences punishable by law committed by Post Office Servants and established against them during the years 1896-97 and 1897-98.

[The figures relate to both the Imperial and the District

NAMES OF POSTAL CIRCLES.	NUMBER OF ASCERTAINED CASES AGAINST POST OFFICE SERVANTS.		Total.
	Number of Legal convictions.	Number of cases departmentally punished.	
Bengal	17	38	55
Bombay	8	18	26
Madras	35	39	74
N.W. Provinces and Oudh	18	7	25
Punjab	16	17	33
Assam	4	...	4
Bihar	8	6	14
Burma	7	9	16
Central Provinces	13	8	21
Eastern Bengal	6	9	15
Rajputana	7	4	11
Sind and Baluchistan	3	3	6
Railway Mail Service	3	3	6
	145	161	306
	153	139	292
	Total of 1897-98		306
	TOTAL OF 1896-97		292

NOTE.—The figures in this Appendix show the cases in which punishment was awarded during the year, as it is only when a case is closed that it can be entered with certainty as having been committed by a Post Office servant. Besides the 306 cases shown above, there were 53 cases in which offences were apparently established against postal servants, but in which no punishment was imposed owing to the cases not being concluded or to the death or escape of the offenders.

# Appendix No. IX.

## Statement showing the Staff of Officers, Clerks, and other servants of the Imperial Post Office in British India on the 31st March 1897 and 1898.

	DIRECTOR- ATE.		OFFICE OF ACCOUNTS.		BENGAL.		BOMBAY.		MADRAS.		N.-W. PROV- VINDS AND ODH.		PUNJAB.		ASSAM.		BIHAR.		BURMA.		CENTRAL PROVINCES.		EASTERN BENGAL.		RAJPUTANA.		SIND AND BALU- CHISTAN.		RAILWAY MAIL SERVICE.		TOTAL.
	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	
Director General of the Post Office	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Deputy Director General of the Post Office	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Assistant Director General of the Post Office	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Assistant Director General, Foreign Post	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Comptroller, Post Office	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Deputy Comptroller, Post Office	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Assistant Comptroller, Post Office	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Postmasters General and Deputy Postmasters General	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Superintendents, Probationary Superintendents, Assistant Superintend- ents, and Inspectors of Post Offices and Railway Mail Service	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Postmasters, including Deputy, Assistant, Sub and Branch Post- masters	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Miscellaneous Agents, Schoolmasters, Station Masters, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Clerks (English and Vernacular)	83	913	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Peons and other servants	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Village Postmen	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Road Establishment, consisting of Overseers, Runners, Clerks, and Booking Agents, Coachmen, Syces, Boatmen, Bearers, and others	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
COMBINED OFFICES.																															
Signalers	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Messengers and other servants	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	130	981	984	7,313	7,512	7,331	7,334	7,409	8,758	8,917	5,918	6,114	6,227	6,405	1,486	1,611	2,214	2,232	1,151	1,207	2,576	2,655	2,039	2,079	1,727	1,748	714	720	2,181	2,210	51,666

\* Vide note marked † at the foot of Appendix No. I.



## Appendix No. X.

*Comparative Statement showing Receipts and Charges of the Postal Department for the years 1896-97 and 1897-98.*

HEADS OF RECEIPTS.	1896-97.	1897-98.	Increase.	Decrease.
	R	R	R	R
<b>POSTAL SERVICE.</b>				
<i>Postage realised in Cash and Commission.*</i>				
Bengal . . . . .	9,86,271	9,90,451	4,180	...
Bombay . . . . .	5,25,161	6,20,522	95,361	...
Madras . . . . .	5,55,147	5,92,976	37,829	...
North-Western Provinces and Oudh . . . . .	6,38,091	5,99,605	...	38,486
Punjab . . . . .	4,06,390	4,91,889	85,499	...
Assam . . . . .	1,44,244	1,49,576	5,332	...
Bihar . . . . .	2,49,557	2,79,120	29,563	...
Burma . . . . .	3,43,338	3,75,681	32,343	...
Central Provinces . . . . .	2,02,989	2,20,467	17,478	...
Eastern Bengal . . . . .	1,88,701	1,88,851	150	...
Rajputana . . . . .	1,30,391	1,32,259	1,868	...
Sind and Baluchistan . . . . .	92,962	95,590	2,628	...
<b>TOTAL</b>	<b>44,63,242</b>	<b>47,36,987</b>	<b>3,</b>	<b>38,486</b>
<i>Sale of Ordinary Postage Stamps.†</i>				
Bengal . . . . .	21,68,419	22,85,366	1,16,947	...
Bombay . . . . .	24,00,697	25,45,532	1,44,835	...
Madras . . . . .	22,39,415	23,27,069	87,654	...
North-Western Provinces and Oudh . . . . .	13,74,051	14,05,740	91,689	...
Punjab . . . . .	13,44,333	16,12,320	2,67,987	...
Assam . . . . .	3,01,269	3,16,747	15,478	...
Bihar . . . . .	4,22,105	4,45,455	23,350	...
Burma . . . . .	5,48,185	5,82,077	33,892	...
Central Provinces . . . . .	4,15,833	4,31,753	15,920	...
Eastern Bengal . . . . .	2,83,726	2,97,152	13,426	...
Rajputana . . . . .	4,12,362	4,19,651	7,289	...
Sind and Baluchistan . . . . .	3,54,659	3,74,800	20,141	...
<b>TOTAL</b>	<b>1,22,65,054</b>	<b>1,31,03,662</b>	<b>8,38,608</b>	<b>...</b>
<i>Deduct—Postage Stamps used for Telegraph Message Revenue.</i>				
Bengal . . . . .	1,60,423	1,76,638	16,215	...
Bombay . . . . .	2,70,801	2,98,860	28,059	...
Madras . . . . .	3,38,498	3,66,466	27,968	...
North-Western Provinces and Oudh . . . . .	1,93,955	2,26,658	32,703	...
Punjab . . . . .	2,00,725	2,66,730	66,005	...
Assam . . . . .	66,646	67,383	737	...
Bihar . . . . .	64,222	68,492	4,270	...
Burma . . . . .	85,874	91,510	5,636	...
Central Provinces . . . . .	1,03,688	1,16,474	12,786	...
Eastern Bengal . . . . .	59,900	78,209	18,309	...
Rajputana . . . . .	90,308	1,01,409	11,101	...
Sind and Baluchistan . . . . .	1,06,834	1,16,947	9,213	...
<b>TOTAL</b>	<b>17,41,874</b>	<b>19,74,876</b>	<b>2,33,002</b>	<b>...</b>
<b>TOTAL</b>	<b>1,05,23,180</b>	<b>1,11,28,786</b>	<b>6,05,606</b>	<b>...</b>
<i>Deduct—Discount on Sale of Postage Stamps</i>	<b>1,63,074</b>	<b>1,73,408</b>	<b>10,334</b>	<b>...</b>
<b>NET TOTAL</b>	<b>1,03,60,106</b>	<b>1,09,55,378</b>	<b>5,95,272</b>	<b>...</b>

\* This includes—

(a) Commission realised on issue of Money Orders and other Money Order receipts.

(b) Commission realised on sale of British Postal Orders.

(c) Postage on privileged publications.

† Includes sale of Stamps used for Telegraph messages.

## Appendix No. X—continued.

HEADS OF RECEIPTS.	1896-97.	1897-98.	Increase.	Decrease.
	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>
<b>TOTAL POSTAL SERVICE—contd.</b>				
Rajputana . . . . .	4,87,680	4,86,178	...	1,502
Sind and Baluchistan . . . . .	4,30,185	4,47,676	17,491	...
	1,78,09,059	1,87,78,656	9,75,579	5,982
<i>Deduct—Discount on Sale of Postage Stamps</i> .	1,63,074	1,73,408	10,334	...
<b>NET TOTAL</b> .	1,76,45,985	1,86,05,248	9,65,245	5,982
<i>DEDUCT—Amount due to the British Post Office.</i>				
Bombay . . . . .	3,99,961	3,50,702	...	49,259
<i>Payments to Colonial and Foreign Administrations.</i>				
Bengal . . . . .	24	...	...	24
Bombay . . . . .	24,012	1,03,747	79,735	...
Madras . . . . .	416	707	291	...
<b>TOTAL</b> .	4,24,413	4,55,156	80,026	49,283
<i>Net Amount.</i>				
Bengal . . . . .	33,39,653	34,60,907	1,21,254	...
Bombay . . . . .	28,65,952	30,56,561	1,90,609	...
Madras . . . . .	29,15,272	30,38,325	1,23,053	...
North-Western Provinces and Oudh . . . . .	21,26,012	21,56,257	30,245	...
Punjab . . . . .	21,19,686	24,22,976	3,03,290	...
Assam . . . . .	4,18,950	4,38,390	19,430	...
Bihar . . . . .	6,73,023	7,24,681	51,658	...
Burma . . . . .	9,34,429	9,96,294	61,865	...
Central Provinces . . . . .	6,27,855	6,53,796	25,941	...
Eastern Bengal . . . . .	4,45,939	4,41,459	...	4,480
Rajputana . . . . .	4,87,680	4,86,178	...	1,502
Sind and Baluchistan . . . . .	4,30,185	4,47,676	17,491	...
	1,73,84,646	1,83,23,500	9,44,836	5,982
<i>Deduct—Discount on Sale of Postage Stamps</i> .	1,63,074	1,73,408	10,334	...
<b>NET AMOUNT</b> .	1,72,21,572	1,81,50,092	9,34,502	5,982



## Appendix No. X—continued.

HEADS OF RECEIPTS.	1896-97.	1897-98.	Increase.	Decrease.
	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>
NON-POSTAL BRANCHES.				
<i>Mail Cart, Parcel Van, Passenger and Goods Service Receipts.</i>				
Bengal . . . . .	247	360	113	...
Punjab . . . . .	3,45,874	3,55,348	9,474	...
Burma . . . . .	354	...	...	354
Eastern Bengal . . . . .	1	...	...	1
TOTAL . . . . .	3,46,476	3,55,708	9,587	355
<i>Contributions from Native States.</i>				
Punjab . . . . .	6,000	6,000	...	...
TOTAL NON-POSTAL BRANCHES.				
Bengal . . . . .	247	360	113	...
Punjab . . . . .	3,51,874	3,61,348	9,474	...
Burma . . . . .	354	...	...	354
Eastern Bengal . . . . .	1	...	...	1
TOTAL . . . . .	3,52,476	3,61,708	9,587	355

## Appendix No. X—continued.

HEADS OF CHARGES.		1896-97.	1897-98.	Increase.	Decrease.
		R	R	R	R
<b>POSTAL SERVICE.</b>					
<i>Fixed Establishment and Charges.</i>					
Director General of the Post Office . . . . .		1,62,422	1,51,789	...	10,633
Comptroller, Post Office . . . . .		4,69,368	4,87,105	17,737	...
Bengal . . . . .		12,31,036	12,42,857	11,821	...
Bombay . . . . .		13,01,334	13,19,317	17,983	...
Madras . . . . .		10,92,603	11,10,302	17,699	...
North-Western Provinces and Oudh . . . . .		9,39,633	9,55,192	15,559	...
Punjab . . . . .		8,26,042	8,31,596	5,554	...
Assam . . . . .		2,65,791	2,68,664	2,873	...
Bihar . . . . .		3,45,666	3,45,238	...	428
Burma . . . . .		4,58,019	4,61,239	3,220	...
Central Provinces . . . . .		3,62,688	3,67,909	5,221	...
Eastern Bengal . . . . .		2,90,564	3,16,024	25,460	...
Rajputana . . . . .		2,71,417	2,74,050	3,233	...
Sind and Baluchistan . . . . .		1,68,359	1,70,453	2,094	...
Railway Mail Service . . . . .		8,16,384	8,06,320	...	10,064
<b>TOTAL</b> .		90,01,326	91,08,655	1,28,454	21,125
<i>Miscellaneous and Contingencies.</i>					
Director General of the Post Office . . . . .		35,602	35,725	123	...
Comptroller, Post Office . . . . .		20,579	13,505	...	7,074
<b>BENGAL</b> . . . . .					
	Grain Compensation allow- ances . . . . .	20,807	59,976	...	...
	Fixed Stationery and House- rent allowance . . . . .	74,383	75,039	...	...
	Payments to Guaranteed Railways . . . . .	10,260	10,260	...	...
	Payments to State Railways . . . . .	180	94	...	...
	Compensation for lost in- sured articles . . . . .	867	5,348	...	...
	Law Charges . . . . .	39	35	...	...
	Other Charges . . . . .	2,24,837	2,23,626	...	...
<b>TOTAL</b> .		3,31,373	3,74,308	42,935	...
<b>BOMBAY</b> . . . . .					
	Grain Compensation allow- ances . . . . .	17,311	60,862	...	...
	Fixed Stationery and House- rent allowance . . . . .	72,257	74,511	...	...
	Payments to Guaranteed Railways . . . . .	14,021	14,997	...	...
	Compensation for lost in- sured articles . . . . .	5,932	854	...	...
	Other Charges . . . . .	1,40,521	1,65,020	...	...
<b>TOTAL</b> .		2,50,042	3,16,244	66,202	...
<b>MADRAS</b> . . . . .					
	Grain Compensation allow- ances . . . . .	1,509	3,554	...	...
	Fixed Stationery and House- rent allowance . . . . .	59,285	60,540	...	...
	Compensation for lost in- sured articles . . . . .	100	644	...	...
	Law Charges . . . . .	331	283	...	...
	Other Charges . . . . .	1,26,019	1,25,692	...	...
<b>TOTAL</b> .		1,87,244	1,90,713	3,469	...



## Appendix No. X—continued.

HEADS OF CHARGES.		1896-97.	1897-98.	Increase.	Decrease.
		R	R	R	R
POSTAL SERVICE—contd.					
<i>Miscellaneous and Contingencies—contd.</i>					
B. B. WESTERN PROVINCES AND OUDH.	Grain Compensation allowances . . . . .	12,444	12,679	...	...
	Fixed Stationery and House-rent allowance . . . . .	54,603	54,746	...	...
	Compensation for lost insured articles . . . . .	1,800	1,000	...	...
	Law Charges . . . . .	5	...	...	...
	Other Charges . . . . .	1,04,299	1,14,983	...	...
	TOTAL . . . . .	1,73,151	1,83,408	10,257	...
PUNJAB	Grain Compensation allowances . . . . .	19,112	10,003	...	...
	Fixed Stationery and House-rent allowance . . . . .	43,702	44,762	...	...
	Compensation for lost insured articles . . . . .	178	740	...	...
	Law Charges . . . . .	11	5	...	...
	Other Charges . . . . .	1,42,106	1,28,475	...	...
	TOTAL . . . . .	2,05,109	1,83,085	...	21,124
ASSAM	Grain Compensation allowances . . . . .	689	6,320	...	...
	Fixed Stationery and House-rent allowance . . . . .	8,347	9,491	...	...
	Payments to Guaranteed Railways . . . . .	6,150	7,200	...	...
	Payments to State Railways . . . . .	3,042	3,000	...	...
	Law Charges . . . . .	68	715	...	...
	Other Charges . . . . .	35,489	41,525	...	...
	TOTAL . . . . .	53,785	68,251	14,466	...
BIHAR	Grain Compensation allowances . . . . .	2,884	20,931	...	...
	Fixed Stationery and House-rent allowance . . . . .	20,953	21,907	...	...
	Compensation for lost insured articles . . . . .	1	100	...	...
	Other Charges . . . . .	27,938	30,766	...	...
	TOTAL . . . . .	51,776	73,704	21,928	...
BENGALEE	Grain Compensation allowances . . . . .	...	510	...	...
	Fixed Stationery and House-rent allowance . . . . .	22,823	21,626	...	...
	Payments to State Railways . . . . .	49,788	41,305	...	...
	Law Charges . . . . .	5	390	...	...
	Other Charges . . . . .	1,08,179	96,643	...	...
	TOTAL . . . . .	1,71,795	1,60,474	...	11,321

## Appendix No. X—continued.

HEADS OF CHARGES.		1896-97.	1897-98.	Increase.	Decrease.
		R	R	R	R
POSTAL SERVICE—contd.					
<i>Miscellaneous and Contingencies—concl'd.</i>					
CENTRAL PROV- INCES.	Grain Compensation allow- ances . . . . .	1,836	19,004	...	...
	Fixed Stationery and House- rent allowance . . . . .	22,911	22,861	...	...
	Compensation for lost insured articles . . . . .	334	30	...	...
	Law Charges . . . . .	...	30	...	...
	Other Charges . . . . .	36,928	34,614	...	...
	TOTAL . . . . .	62,009	76,539	14,530	...
EASTERN BENGAL	Grain Compensation allow- ances . . . . .	7,988	17,204	...	...
	Fixed Stationery and House- rent allowance . . . . .	11,486	13,041	...	...
	Payments to Guaranteed Railways . . . . .	3,307	10,061	...	...
	Law Charges . . . . .	...	104	...	...
	Other Charges . . . . .	32,333	34,889	...	...
	TOTAL . . . . .	55,114	75,299	20,185	...
RAJPUTANA	Grain Compensation allow- ances . . . . .	98	6,337	...	...
	Fixed Stationery and House- rent allowance . . . . .	14,767	15,252	...	...
	Payments to State Railways Compensation for lost insured articles . . . . .	6,340	7,764	...	...
	Law Charges . . . . .	918	263	...	...
	Other Charges . . . . .	1	3	...	...
	TOTAL . . . . .	29,548	30,098	...	...
SIND AND BALU- CHISTAN.	Grain Compensation allow- ances . . . . .	346	1,751	...	...
	Fixed Stationery and House- rent allowance . . . . .	9,350	9,494	...	...
	Law charges . . . . .	13	1	...	...
	Other Charges . . . . .	14,545	15,172	...	...
	TOTAL . . . . .	24,254	26,418	2,164	...
RAILWAY MAIL SERVICE.	Grain Compensation allow- ances . . . . .	1,327	5,749	...	...
	Fixed Stationery and House- rent allowance . . . . .	36,064	35,549	...	...
	Payments to Guaranteed Rail- ways . . . . .	1,52,515	1,71,738	...	...
	Payments to State Railways . . . . .	7,47,173	7,53,110	...	...
	Special Train hire . . . . .	82,475	1,47,091	...	...
	Law Charges . . . . .	...	16	...	...
	Other Charges . . . . .	1,24,181	1,25,455	...	...
	TOTAL . . . . .	11,43,735	12,38,708	94,973	...
GRAND TOTAL . . . . .		28,17,240	30,76,998	2,99,277	39,519
<i>Stationery and Printing.</i>					
BENGAL	Cost of Stationery supplied by Central Stores and of Stationery used for Printing . . . . .	2,14,300	2,58,453	...	...
	Printing at Jail and Govern- ment Presses . . . . .	1,14,500	1,27,548	...	...
	Printing at Private Presses . . . . .	48	108	...	...
	TOTAL . . . . .	3,28,848	3,86,109	57,261	...



## Appendix No. X—continued.

HEADS OF CHARGES.		1896-97.	1897-98.	Increase.	Decrease.
		R	R	R	R
POSTAL SERVICE—contd.					
Stationery and Printing—contd.					
BOMBAY	Cost of Stationery supplied by Central Stores and of Stationery used for Printing	49,603	46,534	...	...
	Printing at Jail and Government Presses . . . .	30	123	...	...
	Other Charges . . . .	5,429	8,705	...	...
	Grain Compensation Allowances . . . .	...	1,171	...	...
	TOTAL . . . .	55,062	56,533	1,471	...
MADRAS	Cost of Stationery supplied by Central Stores and of Stationery used for Printing	4,642	9,039	...	...
	Printing at Jail and Government Presses . . . .	3,484	2,881	...	...
	Printing at Private Presses . . . .	81	6	...	...
	Other Charges . . . .	20	23	...	...
	TOTAL . . . .	8,227	11,949	3,722	...
NORTH-WESTERN PROVINCES AND OUDH.	Cost of Stationery supplied by Central Stores and of Stationery used for Printing	99,349	1,30,843	...	...
	Printing at Jail and Government Presses . . . .	716	161	...	...
	Printing at Private Presses . . . .	23	82	...	...
	Other Charges . . . .	9,385	7,798	...	...
	Grain Compensation allowances . . . .	870	239	...	...
	TOTAL . . . .	1,10,343	1,39,123	28,780	...
PUNJAB	Cost of Stationery supplied by Central Stores and of Stationery used for Printing	1,601	940	...	...
	Printing at Private Presses . . . .	599	335	...	...
	Other Charges . . . .	44	42	...	...
	TOTAL . . . .	2,244	1,317	...	927
ASSAM	Cost of Stationery supplied by Central Stores and of Stationery used for Printing	905	465	...	...
	Printing at Private Presses . . . .	333	326	...	...
	TOTAL . . . .	1,238	791	...	447
BHAR	Cost of Stationery supplied by Central Stores and of Stationery used for Printing	269	432	...	...
	Printing at Private Presses . . . .	386	405	...	...
	Other Charges . . . .	...	2	...	...
	TOTAL . . . .	655	839	184	...

## Appendix No. X—continued.

HEADS OF CHARGES.		1896-97.	1897-98.	Increase.	Decrease.
		R	R	R	R
POSTAL SERVICE— <i>contd.</i>					
Stationery and Printing— <i>concl.</i>					
BURMA	Cost of Stationery supplied by Central Stores and of Stationery used for Printing .	2,078	732	...	...
	Printing at Jail and Government Presses . . . .	2,921	2,955	...	...
	Printing at Private Presses .	12	15	...	...
	TOTAL .	5,011	3,702	...	1,309
CENTRAL PROVINCES	Cost of Stationery supplied by Central Stores and of Stationery used for Printing .	888	858	...	...
	Printing at Private Presses .	238	614	...	...
	Other Charges . . . .	108	108	...	...
	Grain Compensation allowances . . . .	...	54	...	...
TOTAL .		1,234	1,634	400	...
EASTERN BENGAL	Cost of Stationery supplied by Central Stores and of Stationery used for Printing .	423	525	...	...
	Printing at Private Presses .	352	390	...	...
	TOTAL .	775	915	140	...
RAJPUTANA	Cost of Stationery supplied by Central Stores and of Stationery used for Printing .	338	376	...	...
	Printing at Private Presses .	411	663	...	...
	TOTAL .	749	1,039	290	...
SIND AND BALUCHISTAN	Cost of Stationery supplied by Central Stores and of Stationery used for Printing .	43	57	...	...
	Printing at Private Presses .	347	368	...	...
	TOTAL .	390	425	35	...
RAILWAY MAIL SERVICE	Cost of Stationery supplied by Central Stores and of Stationery used for Printing .	5,030	6,075	...	...
	Printing at Jail and Government Presses . . . .	...	91	...	...
	Printing at Private Presses .	846	405	...	...
	TOTAL .	5,876	6,571	695	...
GRAND TOTAL .		5,20,652	6,10,947	92,978	2,683
Deduct—Printing charges debitable to the Telegraph Department—					
North-Western Provinces and Oudh . . . .		22,796	24,497	1,701	...
TOTAL .		4,97,856	5,86,450	91,277	2,683



## Appendix No. X—continued.

HEADS OF CHARGES.	1896-97.	1897-98.	Increase.	Decrease.
	R	R	R	R
<b>POSTAL SERVICE—concd.</b>				
<i>Mail-cart, Parcel Van, Passenger and Goods Service (after deducting Non-Postal charges).</i>				
Bengal . . . . .	5,378	6,643	1,265	...
Bombay . . . . .	38,595	36,197	...	2,398
Madras . . . . .	36,281	41,525	5,244	...
North-Western Provinces and Oudh . . . . .	44,112	44,067	...	45
Punjab . . . . .	1,27,848	1,12,493	...	15,355
Assam . . . . .	12,400	12,250	...	150
Bihar . . . . .	497	530	33	...
Burma . . . . .	5	7,241	7,236	...
Central Provinces . . . . .	27,745	28,101	356	...
Eastern Bengal . . . . .	—1	...	1	...
Rajputana . . . . .	3,270	775	...	2,495
Sind and Baluchistan . . . . .	4,613	4,440	...	173
<b>TOTAL</b> . . . . .	<b>3,00,743</b>	<b>2,94,262</b>	<b>14,135</b>	<b>20,616</b>
<i>Bounty Money.</i>				
Bengal . . . . .	...	162	162	...
Bombay . . . . .	2,365	1,797	...	568
Madras . . . . .	77	51	...	26
Burma . . . . .	225	255	30	...
Sind and Baluchistan . . . . .	2	4	2	...
<b>TOTAL</b> . . . . .	<b>2,669</b>	<b>2,269</b>	<b>194</b>	<b>594</b>
<i>Construction and Repairs of Post Office Buildings.</i>				
Bengal . . . . .	10,552	12,470	1,918	...
Bombay . . . . .	1,375	169	...	1,206
Madras . . . . .	4,705	3,267	...	1,438
North-Western Provinces and Oudh . . . . .	1,780	1,062	...	718
Punjab . . . . .	122	422	300	...
Assam . . . . .	1,924	4,367	2,443	...
Bihar . . . . .	1,184	1,005	421	...
Burma . . . . .	328	1,000	672	...
Central Provinces . . . . .	307	296	...	11
Eastern Bengal . . . . .	3,310	4,744	1,434	...
Rajputana . . . . .	97	11	...	86
Sind and Baluchistan . . . . .	...	37	37	...
Railway Mail Service . . . . .	169	48	...	121
<b>TOTAL</b> . . . . .	<b>25,853</b>	<b>29,498</b>	<b>7,225</b>	<b>3,580</b>
<b>TOTAL POSTAL SERVICE.</b>				
Director General of the Post Office . . . . .	1,98,024	1,87,514	...	10,510
Comptroller, Post Office . . . . .	4,89,947	5,00,610	10,663	...
Bengal . . . . .	19,07,187	20,22,549	1,15,362	...
Bombay . . . . .	16,48,773	17,30,257	81,484	...
Madras . . . . .	13,29,137	13,57,807	28,670	...
North-Western Provinces and Oudh . . . . .	12,46,223	12,98,355	52,132	...
Punjab . . . . .	11,61,365	11,29,813	...	31,552
Assam . . . . .	3,35,138	3,54,323	19,185	...
Bihar . . . . .	3,99,778	4,21,916	22,138	...
Burma . . . . .	6,35,383	6,33,911	...	1,472
Central Provinces . . . . .	4,53,983	4,74,479	20,496	...
Eastern Bengal . . . . .	3,49,762	3,96,982	47,220	...
Rajputana . . . . .	3,27,205	3,36,192	8,987	...
Sind and Baluchistan . . . . .	1,97,618	2,01,777	4,159	...
Railway Mail Service . . . . .	19,66,164	20,51,647	85,483	...
<b>TOTAL</b> . . . . .	<b>1,26,45,687</b>	<b>1,30,98,132</b>	<b>4,95,979</b>	<b>43,534</b>

## Appendix No. X—concluded.

HEADS OF CHARGES.	1896-97.	1897-98.	Increase.	Decrease.
	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>
<b>NON-POSTAL BRANCHES.</b>				
<i>Mail Cart, Parcel Van, Passenger and Goods Service.</i>				
Bengal . . . . .	248	360	112	...
Punjab . . . . .	3,45,874	3,55,348	9,474	...
Burma . . . . .	353	...	...	...
Eastern Bengal . . . . .	1	...	...	...
<b>TOTAL</b> .	3,46,476	3,55,708	9,586	354
<i>Subsidy Payments.</i>				
British India Steam Navigation Company (Bengal)	5,11,500	5,11,500	...	...
River Steam Company and Ferries in Bengal .	5,096	9,219	4,123	...
River Steam Navigation Company (Bengal) .	2,196	2,196	...	...
Ditto ditto (Eastern Bengal)	1,200	1,200	...	...
Tigris and Euphrates Steam Navigation Company (Bombay) . . . . .	64,000	24,000	...	40,000
Irrawaddy Flotilla Company (Burma) . . . . .	42,283	38,787	...	3,496
River Steam Navigation Company for service between Jatrapur and Dibrugarh (Bengal) .	35,600	37,550	1,950	...
India General Steam Navigation Company for service between Narainganj and Silchar (Bengal) . . . . .	8,334	2,821	...	5,513
Steam service between Goa and Bombay . . . . .	7,755	5,616	...	2,139
<b>TOTAL</b> .	6,77,964	6,32,889	6,073	51,148
<b>TOTAL NON-POSTAL BRANCHES.</b>				
Bengal . . . . .	5,62,974	5,63,646	672	...
Bombay . . . . .	71,755	29,616	...	42,139
Punjab . . . . .	3,45,874	3,55,348	9,474	...
Burma . . . . .	42,636	38,787	...	3,849
Eastern Bengal . . . . .	1,201	1,200	...	...
<b>TOTAL</b> .	10,24,440	9,88,597	10,146	45,983



APPENDIX XI.

## Appendix

## Comparative Abstract of Receipts and Charges of the

POST OFFICE RECEIPTS.	1896-97.	1897-98.	1896-97.	1897-98.
	R.	R.	R.	R.
I.—POSTAL SERVICE.				
Cash Receipts.				
Postage on Letters and Parcels, etc. . . . .	12,81,401	12,99,105		
Cash realised on privileged Newspapers. . . . .	3,37,661	3,19,906		
Receipts on account of Money Orders . . . . .	28,48,632	31,19,276		
Ditto ditto British Postal Orders . . . . .	3,484	3,589		
	44,71,178	47,41,876		
DEDUCT—				
Refund of Postage Collections . . . . .	7,936	4,889	44,63,242	47,36,000
Sale of Ordinary Postage Stamps (Gross Value)* . . . .	...	...	1,05,23,180	1,11,28,000
Ditto Service ditto . . . . .	...	...	25,92,560	26,63,000
Miscellaneous Receipts (i.e., Sale of waste papers, etc.)—				
Fees for Window Delivery Tickets . . . . .	10,315	10,563		
Other petty receipts . . . . .	68,703	81,684		
	79,018	92,247		
DEDUCT—				
Refund of Window Delivery Tickets . . . . .	...	12		
Refund of petty receipts . . . . .	2,144	3,565		
	2,144	3,577	76,874	80,000
DEDUCT—			1,76,55,856	1,86,00,000
Amount due to the British Post Office . . . . .	2,76,220	2,27,523		
Payments to Colonial and Foreign Administrations . .	—5,010	67,375	2,71,210	2,00,000
TOTAL . . . . .	...	...	1,73,84,646	1,83,00,000

\* (i. e.) Gross sales to the public minus value of stamps used for Telegraph message revenue.



## No. XI.

Postal Department during the years 1896-97 and 1897-98.

POST OFFICE EXPENDITURE.		1896-97.	1897-98.	1896-97.	1897-98.
I.—POSTAL SERVICE.					
Salaries and Establishment.		R	R	R	R
CHIEF OFFICE, CALCUTTA.	Director General's Office, Salaries . . .	1,06,061	94,079		
	Establishment . . .	56,361	57,710		
	Comptroller's Office, Salaries . . .	33,280	44,754		
	Establishment . . .	4,36,088	4,42,351		
PRESIDENCY AND DISTRICT OFFICES.	Postmasters General, Deputy Post- masters General, and Inspector General, Railway Mail Service, Salaries . . .	2,17,174	2,00,346		
	Presidency Postmasters, Superintend- ents and Inspectors, Salaries . . .	7,80,705	7,76,770		
	Establishment . . .	62,64,542	63,78,384		
	Road Establishment . . .	10,17,213	10,30,701		
CONVEYANCE OF MAILS.	Ferry and Boat Establishment . . .	23,947	22,654		
	Railway Charges . . .	8,145	5,467		
STATIONERY AND PRINTING . . .	Printing Establishment . . .	43,742	40,852		
POST OFFICE, MISCELLANEOUS	Aligarh Workshop Establishment . . .	14,068	14,587	90,01,326	91,08,655
Miscellaneous and Contingent Charges—					
CHIEF OFFICE, CALCUTTA.	Temporary Estab- lishment . . .	3,272	942		
	Director Gene- ral's Office. Travelling Expenses and Allowances . . .	8,406	10,286		
	Hill Journey Allow- ances . . .	7,139	7,335		
	Grain Compensation Allowances . . .	296	418		
CHIEF OFFICE, CALCUTTA.	Office Expenses . . .	16,489	16,744		
	Temporary Estab- lishment . . .	5,484	...		
	Comptroller's Office. Travelling Expenses and Allowances . . .	4,121	3,865		
	Grain Compensation Allowances . . .	537	802		
PRESIDENCY AND DISTRICT OFFICES.	Office Expenses . . .	10,437	8,838		
	Experimental and Temporary Estab- lishment . . .	28,870	34,816		
	Travelling Expenses and Allowances . . .	4,94,428	4,93,296		
	Grain Compensation Allowances . . .	66,026	1,52,996		
PRESIDENCY AND DISTRICT OFFICES.	Construction and repair of Post Office Office Expenses . . .	25,853	29,498		
	Road Establishment, Temporary . . .	9,63,005	9,73,643		
	Ferry and Boat Establishment, Tempo- rary . . .	8,864	13,383		
	Ditto Contingencies . . .	58	158		
PRESIDENCY AND DISTRICT OFFICES.	Grain Compensation Allowances of Boat Establishment . . .	1,757	2,613		
	Contingent Road Charges . . .	105	2,600		
	Grain Compensation Allowances of Runners, etc. . . . .	85,600	93,754		
	Payments to P. and O. Company . . .	20,080	69,065		
CONVEYANCE OF MAILS.	Mail Guards and Oil Allowances Temporary Establishment . . .	1,288	5,363		
	Grain Compensation allowances of Mail Guards, etc. . . . .	58	...		
	Payments to Guaranteed Railways . . .	...	87		
	Special Train Hire . . .	1,86,252	2,14,256		
PRESIDENCY AND DISTRICT OFFICES.	Payments to State Railways . . .	82,475	1,47,091		
	Mail Cart, Parcel Van, Passenger and Goods Service Charges . . .	7,97,522	8,05,273		
	Deduct—Non-Postal Charges . . .	6,47,219	6,49,970		
		3,46,476	3,55,708		
		3,00,743	2,94,262		
STATIONERY AND PRINTING . . .	Bounty Money . . .	2,669	2,269		
	Printing, Miscellaneous . . .	4,96,986	5,84,986		
	Grain Compensation Allowances . . .	870	1,464		
	Aligarh Workshop Charges . . .	601	1,062		
MISCELLANEOUS	Grain Compensation Allowances . . .	124	132		
	Other Miscellaneous Charges . . .	23,946	18,180	36,44,361	39,89,477
	Amount on sale of ordinary postage stamps . . .	...	...	1,63,074	1,73,408
	TOTAL . . .	...	...	1,28,08,761	1,32,71,540

Appendix

Comparative Abstract of Receipts and Charges of the

POST OFFICE RECEIPTS.	1896-97.	1897-98.	1896-97.	1897-98.
	R.	R.	R.	R.
II.—NON-POSTAL BRANCHES.				
<i>Mail Cart, Parcel Van, Passenger and Goods Service Receipts</i> . . . . .	3,46,482	355,708	...	...
DEDUCT—				
Refund of Passenger and Goods Service Collections .	6	...	...	...
TOTAL .	...	...	3,46,476	3,45,700
Contribution from Native States . . . . .	...	...	6,000	6,000
TOTAL REVENUE AS PER POST OFFICE ACCOUNT .	..	...	1,77,37,122	1,86,85,200
III.—RECEIPTS NOT SHOWN IN POST OFFICE ACCOUNTS, BUT CREDITED TO POST OFFICE IN FINANCE AND REVENUE ACCOUNTS.				
District Post Collections, including Zemindary Dak Receipts in Bengal . . . . .	...	...	97,615	99,400
GRAND TOTAL .	...	...	1,78,34,737	1,87,84,600



No. XI—concl'd.

Postal Department during the years 1896-97 and 1897-98—concl'd.

POST OFFICE EXPENDITURE.		1896-97.	1897-98.	1896-97.	1897-98.
		R	R	R	R
II.—NON-POSTAL BRANCHES.					
CONVEYANCE OF MAILS.	Mail Cart, Parcel Van, Passenger and				
	Goods Service . . . . .	...	...	3,46,476	3,55,708
	Subsidies . . . . .	...	...	6,77,964	6,3,889
TOTAL .		...	...	10,24,440	9,88,597
TOTAL EXPENDITURE AS PER POST OFFICE ACCOUNT .		...	...	1,38,33,201	1,42,60,137
III.—CHARGES NOT DEALT WITH IN THE POSTAL DEPARTMENT, BUT DEBITED TO POST OFFICE IN FINANCE AND REVENUE ACCOUNTS.					
District Post Establishments, including Zemindary Daks in Bengal . . . . .		...	...	12,97,330	13,60,601
Stores from England . . . . .		...	...	5,08,520	4,76,060
Payments under Postal Arrangements with Lords of the Treasury . . . . .		...	...	6,06,000	5,75,000
Other Payments . . . . .		...	...	...	20,590
Exchange on Charges in England . . . . .		...	...	7,36,510	6,03,470
TOTAL .		...	...	31,48,360	30,35,721
GRAND TOTAL .		...	...	1,69,81,561	1,72,95,858

## Appendix

## Accounts showing the Gross Revenue, Cost of Management, Net Revenue, etc.,

(NOTE.—The figures in this table do not include either receipts or disbursements

YEAR.	POSTAGE REVENUE PROPER.			Miscellaneous cash receipts.	Total receipts.	Net receipts after deduction of postage due to foreign countries.	Net receipts deducting also official postage.	Disbursements.	Excess of receipts.	Deficit, if official postage be not reckoned as receipt.	Proportion of postage revenue proper realised in cash.	POSTAL FACILITIES AT THE OF EACH
	Sale of stamps to public.	Official postage.	Cash on unpaid and insufficiently paid letters, etc.									
1	2	3	4	5	6	7	8	9	10	11	12	13
	R	R	R	R	R	R	R	R	R	R		No.
1853-54	...	24,71,176	19,91,870	55,584	45,19,630	45,19,630	20,48,454	24,37,209	20,82,421	3,85,755	...	...
1854-55 (estimated)	...	13,00,000	22,72,910	...	35,72,910	32,86,910	19,80,010	27,39,379	5,47,534	7,53,486	...	645
1855-56	8,53,750	10,20,662	7,72,744	60,300	33,06,450	33,11,186	15,00,524	39,44,501	2,66,685	13,53,977	...	753
1856-57	8,70,910	13,62,005	9,94,934	1,69,710	35,97,260	37,12,850	18,50,844	29,03,280	8,09,501	10,52,445	...	779
1857-58	8,53,500	18,53,210	8,25,284	1,75,470	37,07,454	35,02,084	17,49,814	35,92,848	10,176	18,43,034	...	810
1858-59	11,08,870	25,26,180	12,26,002	1,03,230	51,43,291	49,40,141	24,14,952	35,20,092	14,20,040	11,05,149	...	835
1859-60	14,40,040	27,47,012	18,35,683	92,250	55,23,995	53,39,245	25,92,233	37,37,911	16,01,334	11,45,678	...	852
1860-61	15,99,349	23,84,734	12,73,860	83,860	52,91,803	51,19,013	27,34,279	38,00,798	12,58,215	11,26,510	...	889
1861-62	17,59,920	28,68,833	12,54,826	62,760	59,46,339	56,73,979	28,04,846	37,99,755	18,73,924	9,94,909	...	904
1862-63	18,93,080	31,92,083	13,30,874	56,555	64,73,501	62,13,665	30,20,682	37,37,535	24,76,120	7,16,853	...	1,011
1863-64	21,00,107	35,56,546	14,43,410	35,688	71,37,651	67,65,991	32,07,048	38,76,162	28,80,420	6,69,117	...	1,091
1864-65	22,80,090	40,20,822	14,67,745	33,970	78,22,627	74,27,161	34,16,579	39,20,579	35,06,822	5,14,000	...	1,191
1865-66	24,46,105	50,08,003	14,91,707	47,600	89,93,415	85,67,271	35,59,268	41,88,625	43,78,646	6,29,337	...	1,538
1866-67 (11 months)	23,18,930	26,56,260	13,97,468	49,336	64,20,994	60,21,873	33,65,613	40,20,481	19,92,302	6,63,868	...	1,738
1867-68	25,42,261	23,09,839	15,32,952	62,128	64,48,180	60,84,446	37,74,607	47,54,940	13,29,989	9,80,333	...	2,205
1868-69	28,59,802	27,35,016	16,25,976	44,224	72,85,018	68,60,720	41,95,704	53,70,201	14,90,519	12,61,97	...	2,309
1869-70	26,90,537	28,87,627	16,13,383	67,550	72,59,117	68,16,010	39,28,303	55,96,779	32,19,231	16,08,395	...	2,629
1870-71	27,95,220	42,20,121	17,80,090	56,424	88,76,858	79,82,805	37,43,771	51,77,567	28,05,228	14,33,796	...	2,736
1871-72	28,94,618	24,95,569	18,57,037	46,820	82,94,054	78,34,332	43,38,763	50,07,695	27,36,937	7,55,922	...	2,884
1872-73	29,70,117	26,63,747	18,86,900	7,08,729	60,10,003	55,16,109	44,52,262	52,32,089	2,83,420	7,83,427	31'60	3,006
1873-74	31,44,110	10,54,294	19,05,351	88,107	61,02,662	56,78,656	45,24,362	54,21,251	1,57,405	8,06,880	31'23	3,178
1874-75	33,77,968	10,84,570	20,25,126	38,074	65,24,338	59,48,732	48,06,162	55,70,868	3,77,864	7,04,706	31'23	3,408
1875-76	35,08,300	11,44,001	21,28,245	36,388	69,07,834	62,35,301	51,90,400	56,30,310	6,99,991	4,48,910	30'07	3,631
1876-77	37,13,888	12,06,884	21,80,004	37,183	71,36,959	66,88,656	54,81,772	57,87,667	9,00,989	3,05,805	30'71	3,832
1877-78	41,21,910	12,86,136	22,44,948	53,845	77,07,839	72,07,171	60,21,035	60,82,704	12,14,467	7,76,66	29'33	4,107
1878-79	45,09,244	12,63,017	20,91,107	42,720	78,97,768	74,72,592	62,09,575	65,57,308	9,15,284	3,47,733	29'02	4,392
1879-80	48,37,999	13,48,874	20,47,289	63,822	82,97,884	79,89,726	66,40,852	68,03,435	10,06,291	2,52,583	24'86	4,410
1880-81	48,83,597	13,41,149	25,11,030	53,384	87,39,130	83,33,525	71,02,446	74,14,125	12,19,470	2,21,679	28'74	4,521
1881-82	43,91,285	13,88,929	21,36,104	98,800	90,15,118	87,04,250	73,15,330	79,58,265	7,45,494	6,43,435	35'17	4,819
1882-83	44,50,471	14,69,802	33,77,022	53,207	93,71,072	91,05,935	76,16,133	85,49,226	5,57,799	9,33,003	36'24	5,310
1883-84	47,92,161	15,72,756	25,21,817	57,835	99,47,569	96,61,300	80,89,544	89,42,790	7,19,510	8,53,246	35'04	5,879
1884-85	50,24,334	16,17,614	35,87,102	43,680	1,02,72,070	99,89,699	83,72,055	90,72,250	9,17,219	2,09,205	35'02	6,488
1885-86	64,08,218	17,19,768	26,88,929	96,317	1,09,13,232	1,06,05,230	88,85,452	94,26,282	11,78,038	5,40,830	24'86	6,840
1886-87	65,06,849	17,49,752	28,12,035	86,791	1,13,44,827	1,10,63,590	93,33,438	97,20,901	15,55,689	3,02,463	21'08	7,097
1887-88	70,85,553	18,11,053	29,08,076	82,914	1,19,47,601	1,16,65,355	98,54,297	99,58,084	27,07,771	1,03,782	25'02	7,263
1888-89	73,88,692	18,98,749	31,66,820	1,33,102	1,25,86,772	1,23,05,004	1,04,06,255	99,39,673	23,05,331	4,66,362	25'47	7,533
1889-90	75,20,068	19,51,452	32,31,025	76,977	1,28,01,422	1,25,01,060	1,05,49,608	1,04,42,947	20,58,113	1,00,661	25'39	8,103
1890-91	80,08,767	20,35,436	35,34,333	75,799	1,36,54,166	1,34,05,888	1,14,60,452	1,06,34,219	26,61,669	8,26,833	26'02	8,394
1891-92	81,95,285	21,33,510	36,60,171	86,618	1,40,78,685	1,39,08,199	1,18,64,080	1,13,60,551	26,37,648	5,04,138	26'16	8,617
1892-93	85,31,191	22,58,204	37,18,934	66,546	1,45,72,075	1,44,10,502	1,21,54,208	1,14,21,225	29,89,277	7,33,073	25'63	8,800
1893-94	90,53,872	23,22,703	38,26,338	80,144	1,52,83,357	1,51,02,298	1,27,89,595	1,16,35,891	34,67,407	11,44,704	25'16	9,000
1894-95	94,21,311	23,78,998	40,56,104	67,025	1,59,53,438	1,58,31,238	1,24,82,519	1,18,62,611	30,68,627	15,89,029	25'58	9,243
1895-96	99,76,806	24,47,053	43,08,346	88,023	1,68,30,228	1,66,08,166	1,21,61,112	1,22,75,479	42,32,687	18,85,634	25'74	9,588
1896-97	1,03,60,106	25,92,560	44,63,242	76,874	1,74,92,782	1,72,21,572	1,26,29,012	1,26,43,687	45,79,685	19,82,385	25'63	9,948
1897-98	1,09,55,378	26,63,955	47,36,987	88,670	1,81,44,990	1,81,50,092	1,54,80,137	1,30,08,132	50,51,960	23,88,005	25'90	10,263

Column 2.—These figures represent the net proceeds of the sale of ordinary postage stamps after deducting discount to vendors.

Column 3.—The great differences observable in this column are due mainly to changes of system in the treatment of official correspondence, which was charged at full letter rates up to 1865-66, at the same rates as ordinary correspondence (letters, packets, etc.) from that year to 1872-73, and afterwards at a low privileged letter rate of one anna for 10 talahs (about 4 oz.).

Column 8.—The figures in this column show the revenue undisturbed by the changes of system in respect of official correspondence mentioned in the note regarding column 3.



## No. XII.

of the Post Office Department in India from 1853-54 to 1897-98.

on account of conveyance of passengers or of any of the non-postal branches of the administration.]

RECEIVED OPEN END YEAR.	POSTAL LINES.						TOTAL NUMBER OF ARTICLES GIVEN OUT FOR DELIVERY.						ARTICLES FINALLY UNDELIVERED AFTER PASSING THROUGH THE DEAD LETTER OFFICES.		Number of registered periodicals at the end of each year.	EUROPEAN LETTERS.		Indian share of loss upon subsidy to the P. & O. Co., i.e., of subsidy after deduction of sea postage receipts.
Letters, boxes, [In addition to those at post office.]	Village Postmen.	Railways.	Mail-cart, horses, camels, etc.	Runner on boat lines.	Steamer services, sea and river.	Total mileage.	Letters.*	Newspapers.	Parcels.	Packets.	Money orders.	Total.	Number.	Percentage on total in column 26.		Sent to Europe by P. & O. Co.'s steamers.	Received from Europe by P. & O. Co.'s steamers.	
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28		29	30	
No.	No.	Miles.	Miles.	Miles.	Miles.	Miles.	No. Three digits omitted in these columns.	No. Three digits omitted in these columns.	No. Three digits omitted in these columns.	No. Three digits omitted in these columns.	No. Three digits omitted in these columns.	No.				No.	No.	
...	...	...	...	...	...	...	17,260	1,824	399	93	...	19,473	...	...	...	...	...	...
...	...	...	6,127	24,467	...	30,594	20,322	2,029	463	123	...	20,616	...	...	...	...	...	...
...	...	120	5,697	30,470	...	36,313	20,503	3,133	477	172	...	33,286	...	...	...	...	...	...
...	...	No information available for this year.					33,863	3,772	492	173	...	38,302	...	...	...	...	...	...
...	...	273	5,508	31,152	...	36,933	37,453	5,272	533	177	...	43,441	...	...	...	...	...	...
...	...	532	5,766	33,232	...	30,530	45,743	6,326	625	243	...	52,638	...	...	...	...	...	...
...	...	711	5,862	32,765	...	39,338	42,637	5,262	504	268	...	48,733	...	...	...	...	...	...
...	...	1,046	5,740	36,784	...	43,570	42,081	4,652	563	292	...	48,490	...	...	...	...	...	...
...	...	1,798	4,722	39,034	...	45,554	42,347	4,229	561	321	...	47,459	...	...	...	...	...	...
...	...	2,382	5,247	34,318	5,137	47,084	44,246	4,558	556	341	...	49,702	...	...	...	...	...	...
...	...	2,473	5,156	33,853	5,137	46,619	46,907	4,648	556	349	...	52,462	...	...	...	...	...	...
...	...	2,904	5,219	33,320	5,332	46,875	51,069	4,917	591	391	...	56,968	...	...	...	...	...	...
...	...	3,275	4,997	33,311	5,444	46,997	54,797	5,134	579	402	...	60,913	...	...	...	...	...	...
...	...	3,658	4,851	33,976	5,444	47,929	54,057	4,825	552	403	...	59,849	...	...	...	...	...	...
...	...	3,905	5,140	34,930	5,613	49,678	62,567	5,411	651	525	...	69,154	...	...	...	...	...	...
...	...	4,235	5,466	34,973	5,613	50,281	68,891	5,773	699	623	...	75,087	...	...	...	...	...	...
1,422	...	4,433	5,333	35,498	5,613	50,877	76,867	6,165	764	736	...	84,534	...	...	...	...	...	73,110
1,608	...	4,992	4,175	36,911	6,184	52,263	77,303	6,565	694	1,127	...	85,689	...	...	...	...	...	69,156
1,885	...	5,063	4,378	35,920	6,367	51,437	80,526	6,840	675	1,409	...	89,261	...	...	430	...	...	68,110
2,299	...	5,368	5,215	33,406	6,367	49,056	83,127	7,228	653	1,448	...	92,157	...	...	478	...	...	61,072
2,554	...	5,738	4,003	32,947	11,028	54,610	96,531	8,702	605	1,236	...	109,235	1,035,440	94	543	...	...	54,770
2,938	1,463	6,196	4,126	31,847	13,687	55,998	104,353	9,205	792	1,608	...	116,119	922,001	79	610	...	...	57,170
4,147	1,698	6,549	4,176	32,612	13,687	57,044	107,576	9,423	851	1,618	...	119,470	921,487	66	633	(a)	(a)	53,125
5,154	1,950	6,918	4,323	33,422	13,687	58,370	110,051	9,880	900	1,619	...	122,541	991,261	56	644	2,678,502	2,549,795	66,663
5,574	2,242	7,338	3,781	33,137	13,687	57,963	115,089	10,999	909	1,827	...	128,326	967,170	51	663	2,626,264	2,975,519	70,749
6,107	2,601	8,123	3,269	32,875	13,687	57,954	118,599	10,276	998	2,023	...	131,899	935,901	48	...	2,862,313	2,879,819	71,051
6,426	2,703	8,606	3,042	32,284	14,308	58,240	128,567	11,251	1,074	2,085	...	142,677	938,008	46	...	3,021,080	2,935,403	88,190
6,720	2,833	9,453	3,020	31,977	14,308	58,760	143,538	11,942	2,080	2,105	...	158,666	973,108	43	...	2,797,121	2,138,473	71,051
7,199	3,241	9,745	3,203	32,321	14,308	59,677	153,993	12,527	1,158	2,387	2,645	171,804	921,451	36	...	3,243,047	3,170,123	70,000
7,930	3,670	9,901	3,648	33,135	14,520	61,204	165,553	14,076	1,312	2,333	2,566	186,620	978,606	31	...	3,272,930	3,176,926	70,000
8,126	3,842	10,031	3,580	34,803	14,520	63,536	179,480	15,848	1,286	2,691	2,835	202,340	968,907	29	...	3,336,137	3,251,652	70,000
9,731	4,039	11,032	4,049	34,482	16,725	60,888	193,513	17,507	1,238	4,425	3,250	220,333	969,399	29	...	3,531,071	3,429,865	70,000
9,936	4,453	11,898	4,127	35,181	11,117	62,487	211,683	20,342	1,476	5,119	4,163	245,083	972,076	28	...	3,668,270	3,310,681	68,000
9,980	4,455	12,710	3,973	35,720	11,683	64,055	225,811	21,607	1,880	5,752	4,821	250,571	968,817	27	...	3,752,148	3,633,664	68,000
9,704	4,725	14,043	3,903	36,471	12,483	66,069	238,692	21,832	1,621	6,740	5,512	274,398	970,262	26	...	4,411,720	4,427,507	68,000
10,067	3,297	15,073	3,976	36,539	12,483	68,026	254,491	22,096	1,798	8,102	6,137	293,224	912,170	24	...	4,416,392	4,569,876	50,000
11,093	2,090	15,720	3,950	36,189	12,222	71,113	271,359	23,207	1,883	8,701	6,750	311,988	976,602	24	...	4,653,919	4,612,823	40,000
11,999	3,797	16,514	4,326	41,476	12,377	74,393	280,741	24,025	1,902	19,378	7,326	325,479	959,703	23	...	4,771,879	6,837,183	45,000
12,348	3,767	17,190	4,102	44,019	12,328	77,228	300,620	25,010	2,109	10,711	7,783	342,123	975,377	22	...	5,076,354	4,214,166	59,900
13,293	3,837	17,540	4,880	45,732	12,550	80,472	311,014	26,538	2,170	12,149	8,338	360,209	971,508	19	...	4,252,499	4,452,058	60,600
13,875	5,070	18,999	4,850	44,805	12,603	80,366	326,162	26,364	2,339	14,703	8,755	379,023	969,526	20	...	4,376,445	4,908,267	60,600
15,002	4,143	18,403	5,214	46,177	13,743	83,597	347,150	28,145	2,591	16,248	9,422	403,526	841,868	20	...	4,486,642	4,055,809	60,600
15,927	4,262	18,871	4,959	47,809	13,984	85,323	364,108	28,920	2,577	18,196	10,055	423,925	938,855	22	...	5,782,515	3,912,078	60,600
16,939	4,288	29,410	5,414	47,444	13,751	86,019	385,950	29,778	2,700	19,341	10,548	446,726	997,358	22	...	3,836,470	3,663,080	60,600
17,721	4,588	20,283	5,263	48,318	14,856	88,720	408,797	31,892	2,966	21,364	11,664	476,688	1,092,724	23	...	3,887,553	4,387,037	60,600

Column 12.—The figures in this column show the proportion of the cash collections in column 4 to the total postal revenue of columns 2, 3, and 4. The comparison commences with the year 1872-73, when the official postage rate was reduced (see note on column 3) and the whole collected in stamps.

Columns 21 to 26.—Three digits are omitted from the figures in these columns.

Columns 27 and 28.—These figures cannot be given prior to 1873-74, owing to a difference in the system of statistical record.

Column 29.—The registration of newspapers only commenced in the year 1871-72 and ended in 1877-78.

(a) Revised so as to include letters to Gibraltar, Malta, and places east of Suez.

(b) Revised so as to show the number of articles exchanged with the United Kingdom instead of the number of postage rates.

\* Including post-cards from 1879-80.

† 1,712 miles of lines under this head have in 1884-85 been included in column 19.

(c) Revised so as to show the number of letters conveyed by P. and O. contract steamers to and from Europe and Egypt only.

(d) Payment was made at this rate for the first ten months. Payment to be made under terms of new contract has not yet been settled.

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SUPPLEMENT TO  
**The Gazette of India.**

No. 3. } CALCUTTA, SATURDAY, JANUARY 21, 1899.

**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

*Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The SUPPLEMENT and PART VI of the GAZETTE can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

*No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.*

GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the week ending at 8 a.m. on  
Saturday, January 7th, 1899.**

The cold weather storm which was the chief feature of the weather of the last three days of the previous week lay over South and Central Bengal at the beginning of the week under review. It advanced eastwards during the next 24 hours and completely filled up. It was a comparatively important disturbance in its last stage of existence and occasioned only very light local showers in East Bengal, Assam and Upper Burma. Whilst the previous storm was breaking up in North-Eastern India a disturbance was quickly formed in Berar and the Central Provinces. This drifted rapidly eastwards through Chota Nagpur and the neighbouring districts, on the 3rd into Bengal, where it filled up before the morning of the 4th. Fairly general rain due to the disturbance fell in the Gangetic Plain on the 3rd, and Bengal on the 4th and light to moderate snow in the eastern half of the North-West Himalayas. Weather was fine and dry over the whole of the Indian area on the 5th, except for a few local thunder showers in Upper Burma and Bengal. An important change however occurred during the day in Berar and the Central Provinces. A depression similar in character to the previous was generated rapidly in that area before the morning of the 6th, and transmitted eastwards to Chota Nagpur and South-West Bengal during the succeeding 24 hours. It was a much more influential disturbance than its immediate predecessor and gave light to moderate rain over the greater part of North-Eastern India, Bundelkhand and Baghelkhand and some snow in the North-Western Himalayas. Weather was throughout the week fine with clear or lightly clouded skies over the area outside the influence of the disturbances of the week.

The chief feature of the weather of the week was the prevalence of very low temperature both by day and night over the large area including Baluchistan, the Punjab, Sind, Rajputana, Gujarat, Central India and the North-Western Provinces. The deficiency was throughout the week most marked in

Baluchistan and the North-Western Himalayas where it ranged between  $7^{\circ}$  and  $18^{\circ}$ .

**Daily Summary.—Sunday, January 1st.**—Pressure was practically unchanged in the Peninsula and was in moderate to considerable defect in that area. It had increased to a slight extent in North-Western India and Burma, and was below the normal by amounts ranging between '02" and '09". Pressure had recovered briskly to rapidly in Bihar and the eastern districts of the North-Western Provinces and of Central India, and the depression which lay over Bihar on the previous day had advanced into Bengal where the barometer had fallen slightly to briskly. Pressure was a sixth of an inch in defect of the normal in the area of depression in South and Central Bengal. Winds were anti-cyclonic in North-Western and Central India, feebly cyclonic in Bengal, south-easterly in the Deccan and generally north-easterly in Southern India, and the west coast districts. They were very light and irregular in Burma. Skies were more or less heavily clouded in Bengal and Assam, moderately clouded in Southern India and clear over the remainder of the country. Light snow had fallen at Simla and Chakrata and some light local rain showers in South Bengal and Assam. Temperature had increased rapidly in North-Eastern India in front of the depression and was during the preceding 24 hours  $8^{\circ}$  in excess of the normal in Orissa,  $6^{\circ}$  in Chota Nagpur,  $3^{\circ}$  in Bengal, due chiefly to much higher night temperature than usual. Temperature was practically unchanged in Berar, the Central Provinces and the Deccan and continued in moderate to large excess over that area. The cool wave in the rear of the depression had caused a very rapid reduction of temperature in Rajputana, Central India and the North-Western Provinces, and the mean temperature during the past day averaged  $7^{\circ}$  below the normal in the Punjab, Sind and Gujarat,  $6^{\circ}$  in Rajputana,  $2^{\circ}$  in Central India and  $1^{\circ}$  in the North-Western Provinces. Temperature had increased in Baluchistan and the Upper India hills, but was still very largely below the normal.

**Monday, January 2nd.**—The pressure changes of the previous 24 hours were large and unimportant over by far the greater part of the country. Pressure had increased briskly to rapidly in North-Eastern India and Upper Burma, and the depression in South and Central Bengal on the 1st had filled up and disappeared. Pressure had given way briskly to rapidly in North-Western and Central India, Berar and the western half of the Central Provinces, and was in considerable to large defect over the whole of that area and in Baluchistan. A depression in which pressure was nearly two-tenths of an inch below the normal had formed quickly over Berar and the western and central districts of the Central Provinces during the past day. Pressure had increased slightly in the southern half of the Peninsula thus reducing the deficiency in that area. Northerly winds had set in over South Bengal. Winds had increased in Berar, the Central Provinces and the North Deccan where they were irregularly cyclonic in direction. They were light and irregular on the Madras Coast. Skies were moderately clouded in the Central Provinces and were clouding over in the North-Western Provinces and Bihar. Heavy rain had fallen at Colombo and some very light local showers in Bengal, Assam and Upper Burma. A brisk to rapid reduction of temperature had occurred over the North-Western Provinces, Central India, Chota Nagpur, Bengal, Orissa and Assam and was practically unchanged elsewhere.

**Tuesday, January 3rd.**—The barometric changes were again large over the greater part of the country. Pressure had increased briskly in Baluchistan and briskly to rapidly in North-Western India, Berar and the Central Provinces, and was in moderate to considerable defect over nearly the whole of that area. Pressure had, on the other hand, fallen briskly to rapidly in Chota Nagpur, South Bihar, West Bengal and the eastern districts of the North-Western Provinces, and was considerably to largely below the normal. The depression in Berar and the Central Provinces on the previous day was now passing through Chota Nagpur and the neighbouring districts. Pressure was stationary in Burma and the southern half of the Peninsula, and was below the normal to a moderate extent. Winds exhibited an irregular cyclonic circulation in the area of depression, but were generally light. Skies were overcast in the Gangetic Plain and Chota Nagpur and light to moderate showers had fallen in these areas. Pressure was largely in defect in the hill districts in North-Western India and weather was feebly disturbed with light to moderate snow in the Kumaon,



Garhwal and Simla hills. Temperature was largely below the normal in North-Western and Central India by average amounts ranging between  $5\frac{1}{2}^{\circ}$  and  $11^{\circ}$  and very largely below in Baluchistan and the Upper India hills, the deficiency being exhibited as largely in the day as in the night temperature. The low temperature conditions had extended southwards to the Bombay Deccan where temperature of the past day was  $3\frac{1}{2}^{\circ}$  in defect. Temperature was, on the other hand,  $6^{\circ}$  above the normal in Orissa,  $4^{\circ}$  in the Madras Deccan and  $3^{\circ}$  in the Madras Coast, due to high night temperature.

*Wednesday, January 4th.*—Pressure had increased briskly to rapidly in the Punjab, Rajputana, Central India, the Central Provinces, Chota Nagpur and the neighbouring districts of Bengal and Bihar, and was practically steady over the remainder of the Indian area. The depression in Chota Nagpur on the previous day had drifted eastwards and filled up. Pressure was in slight to moderate defect in Burma, Bengal, the Deccan, Southern India and the eastern half of the Central Provinces and normal in North-Western and Central India. It was in moderate to considerable defect in Baluchistan and the Upper India hill districts. Pressure was highest at Ajmere and lowest at Colombo, and there was a difference of  $0.286''$  between these two stations. Winds were fairly normal in direction and were strongest on the Kathiawar and Konkan coasts and in the Bombay Deccan. The air was unusually dry in Sind and Kathiawar, the lowest humidity at 8 A.M., being 15 per cent. at Rajkot. Skies were heavily clouded in the Gangetic Plain and Bengal and light to moderate showers had been received in the eastern districts of the North-Western Provinces, Bihar, Bengal and Assam. Light snow had again fallen at Mussoorie and Ranikhet. A large reduction of temperature had occurred in Berar and the Central Provinces and temperature now averaged from  $4^{\circ}$  to  $11^{\circ}$  below the normal in North-Western and Central India, Berar, the Central Provinces and the Bombay Deccan. It was  $7^{\circ}$  above the normal in Orissa,  $4^{\circ}$  in Chota Nagpur and Mysore, and  $3^{\circ}$  in the Madras Deccan. The temperature conditions were approximately normal in other districts.

*Thursday, January 5th.*—Pressure had given way to a slight extent in Baluchistan and North-Western India and was steady or had increased slightly over the remainder of the country. Pressure was now in considerable defect in Baluchistan and at the hill stations in North-Western India and practically normal elsewhere. The air circulation was similar in character to that of the previous day, except in the Deccan where winds were easterly. Skies were thickly clouded in Baluchistan, Kashmir and Bengal and were clear or lightly clouded over the remainder of the country. No rain had fallen beyond some local showers in Upper Burma and Bengal. Temperature had increased more or less rapidly in Baluchistan, North-Western and Western India, thus diminishing the deficiency in these areas. It had on the other hand decreased largely in Chota Nagpur and briskly in Orissa and North-Western Provinces. Temperature during the previous 24 hours was most deficient in the plains in Rajputana and Central India (each  $9^{\circ}$ ) and most largely above the normal in Orissa ( $5^{\circ}$ ).

*Friday, January 6th.*—Pressure had increased briskly in Baluchistan and was now only in slight defect in that area. It had decreased briskly in the Punjab, Upper Sind and Rajputana and rapidly in Berar, Central India and the Western half of the Central Provinces. A closed depression of slight intensity had formed rapidly during the past day in the Central Provinces, and the distribution of pressure was similar in general character to that which obtained on the 2nd. Light irregular airs and calms prevailed in Upper India, the southern half of the Peninsula and Burma, and feeble cyclonic winds over the area of depression and the neighbouring districts. Skies had cleared in Baluchistan and clouded over in the Gangetic Plain and the greater part of Central India. Light showers of rain had fallen in Bundelkhand and Baghelkhand and light snow in the North-West Himalayas. Temperature was in slight to moderate excess of the normal in a belt running eastwards from the Bombay Deccan across the Bay to Burma and more or less below the average elsewhere. The deficiency was  $10^{\circ}$  in Baluchistan,  $8^{\circ}$  in Gujarat,  $7\frac{1}{2}^{\circ}$  in Sind,  $6\frac{1}{2}^{\circ}$  in Rajputana and  $5^{\circ}$  in the Punjab and was almost as large in the day as in the night temperature.

*Saturday, January 7th.*—The pressure changes were generally small except in the areas affected by the depressions. Pressure had increased rapidly in the area covered by the depression on the preceding day and fallen rapidly in Chota Nagpur, Bihar and South-West Bengal to which area it had been transferred during the previous 24 hours. Pressure was in considerable





**Rain.**—The normal rainfall of the week does not exceed a few thousandths of an inch over by far the greater part of the country. Bihar, East and Deltaic Bengal, and the Assam Valley obtained light showers on the 1st from a cold-weather storm drifting eastwards through South and Central Bengal. A depression which originated in Berar and the Central Provinces on the 2nd and marched eastwards to Bengal gave light to moderate rain to the North-Western Provinces (excepting the western districts) on the 3rd and 4th, and to Bihar, Chota Nagpur, Deltaic and Central Bengal and Sikkim between the 3rd and 6th, and light to moderate snow in the North-Western Provinces Himalayas. The largest daily falls during this period were 1·75 inches at Korantadih, 1·68 inches at Partabgarh and 1·40 inches at Ghazipur. The disappearance of this disturbance was followed by the formation of another feeble disturbance in Berar and the Central Provinces on the 6th. It advanced along the same track and gave rain in practically the same districts as the previous depression on the 6th and 7th. The rainfall of the week hence occurred solely in Assam, Bengal, Bihar, Chota Nagpur, the whole of the North-Western Provinces (excepting the western districts), Central India East and the hill and central districts of the Punjab, and was more or less in excess in all these areas excepting Assam Surma, and the Central Punjab where it was even less than the small normal of the period. It was unusually abundant in Central Bengal, South Bihar and North-Western Provinces East, and East Submontane which obtained more than double their normal fall in January. The following gives data for the districts in which there was an excess of over an inch :—

District.	Average actual rainfall of week.	Average normal rainfall of week.	Variation from normal.
	Inches.	Inch.	Inches.
Patna . . . . .	1·90	0·05	+1·85
Sonthal Parganas . . . . .	1·56	0·07	+1·49
Monghyr . . . . .	1·31	0·04	+1·27
Malda . . . . .	1·22	0·07	+1·15
Dacca . . . . .	1·20	0·09	+1·11
Gaya . . . . .	1·13	0·05	+1·08
Bhagalpur . . . . .	1·08	0·05	+1·03
Partabgarh . . . . .	1·97	0·08	+1·89
Ghazipur . . . . .	1·73	0·03	+1·70
Jaunpur . . . . .	1·48	0·05	+1·43
Sultanpur . . . . .	1·38	0·04	+1·34
Fyzabad . . . . .	1·29	0·05	+1·24
Almorah . . . . .	1·28	0·24	+1·04
Korantadih (Ballia) . . . . .	1·14	0·03	+1·11
Azamgarh . . . . .	1·08	0·06	+1·02

Absolutely or practically no rain fell over the remainder of the Indian area.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING 7TH JANUARY 1899.			RAINFALL DATA FROM 1ST JANUARY TO 7TH JANUARY 1899.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, 1st to 7th January 1899.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inch.	Inches.	Inches.	Inch.	Per cent.
BURMA . . .	1. Tenasserim . . .	0	0	0	0	0	0
	2. Lower Burma Deltaic . . .	0	0'04	-0'04	0	0'04	- 100
	3. Central do. . .	0	0'01	-0'01	0	0'01	- 100
	4. Upper do. . .	0	0	0	0	0	0
	5. Arakan . . .	0	0'02	-0'02	0	0'02	- 100
BENGAL AND ASSAM	6. Eastern Bengal . . .	0'40	0'13	+0'27	0'40	0'13	+ 208
	7. Assam Surma . . .	0'13	0'14	-0'01	0'13	0'14	- 7
	8. Do. Hills . . .	0'25	0'12	+0'13	0'25	0'12	+ 108
	9. Do. Brahmaputra . . .	0'21	0'15	+0'06	0'21	0'15	+ 40
	10. Deltaic Bengal . . .	0'35	0'11	+0'24	0'35	0'11	+ 218
	11. Central do. . .	0'70	0'07	+0'63	0'70	0'07	+ 900
	12. North do. . .	0'43	0'02	+0'41	0'43	0'02	+ 2,050
	13. Bengal Hills . . .	0'82	0'05	+0'77	0'82	0'05	+ 1,540
	14. Orissa . . .	0'04	0'04	0	0'04	0'04	0
	15. Chota Nagpur . . .	0'58	0'09	+0'49	0'58	0'09	+ 544
NORTH-WESTERN PROVINCES AND ODDH.	16. South Bihar . . .	1'45	0'05	+1'40	1'45	0'05	+ 2,800
	17. North do. . .	0'72	0'06	+0'66	0'72	0'06	+ 1,100
	18. North-Western Provin- ces East . . .	1'11	0'04	+1'07	1'11	0'04	+ 2,675
	19. South Oudh . . .	0'86	0'06	+0'80	0'86	0'06	+ 1,333
	20. North do. . .	0'80	0'03	+0'77	0'80	0'03	+ 2,567
	21. North-Western Provin- ces Central . . .	0'21	0'08	+0'13	0'21	0'08	+ 164
	22. North-Western Provin- ces West . . .	0'06	0'07	-0'01	0'06	0'07	- 14
	23. North-Western Provin- ces East Submon- tane . . .	1'00	0'06	+0'94	1'00	0'06	+ 1,567
	24. North-Western Provin- ces West Submon- tane . . .	0'33	0'15	+0'18	0'33	0'15	+ 120
	25. North-Western Provin- ces Hills . . .	1'14	0'32	+0'82	1'14	0'32	+ 256
PUNJAB . . .	26. South-East Punjab . . .	0'02	0'04	-0'02	0'02	0'04	- 50
	27. South do. . .	0	0'07	-0'07	0	0'07	- 100
	28. Central do. . .	0'11	0'14	-0'03	0'11	0'14	- 21
	29. Punjab Submontane . . .	0	0'17	-0'17	0	0'17	- 100
	30. Do. Hills . . .	0'76	0'21	+0'55	0'76	0'21	+ 262
	31. North Punjab . . .	0'02	0'24	-0'22	0'02	0'24	- 92
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS)	32. West do. . .	0	0'05	-0'05	0	0'05	- 100
	33. Malabar . . .	0'07	0'09	-0'02	0'07	0'09	- 22
	34. Madras South-Central . . .	0	0'12	-0'12	0	0'12	- 100
	35. Coorg . . .	0	0'09	-0'09	0	0'09	- 100
	36. Mysore . . .	0	0'03	-0'03	0	0'03	- 100
	37. Konkan . . .	0	0'07	-0'07	0	0'07	- 100
	38. Bombay Deccan . . .	0	0'05	-0'05	0	0'05	- 100
	39. Hyderabad North . . .	...	...	...	...	...	...
	40. Khandesh . . .	0	0'06	-0'06	0	0'06	- 100
	41. Berar . . .	0	0'14	-0'14	0	0'14	- 100
CENTRAL PROV- INCES AND BERAR	42. Central Provinces West . . .	0	0'07	-0'07	0	0'07	- 100
	43. Central Provinces Cen- tral . . .	0'02	0'07	-0'05	0'02	0'07	- 71
	44. Central Provinces East . . .	0'02	0'07	-0'05	0'02	0'07	- 71
	45. Gujarat . . .	0	0	0	0	0	0
BOMBAY (NORTH)	46. Kathiawar . . .	0	0	0	0	0	0
	47. Sind . . .	0	0'01	-0'01	0	0'01	- 100
	48. Baluchistan Hills . . .	0	0'28	-0'28	0	0'28	- 100
RAJPUTANA AND CENTRAL INDIA.	49. Central India East . . .	0'11	0'03	+0'08	0'11	0'03	+ 267
	50. Rajputana East, Cen- tral India West . . .	0	0'02	-0'02	0	0'02	- 100
	51. West Rajputana . . .	0	0'01	-0'01	0	0'01	- 100
MADRAS . . .	52. East Coast North . . .	0	0'03	-0'03	0	0'03	- 100
	52-A. Do. do. (a) . . .	0	0'09	-0'09	0	0'09	- 100
	53. Hyderabad South . . .	0	0'03	-0'03	0	0'03	- 100
	54. Madras Central . . .	0	0'01	-0'01	0	0'01	- 100
	55. East Coast Central . . .	0	0'08	-0'08	0	0'08	- 100
	56. Do. South . . .	0	0'23	-0'23	0	0'23	- 100
	57. Madras South . . .	0'02	0'20	-0'18	0'02	0'20	- 90

HEM RAJ,

Offg. Asst. Meteorological Reporter  
to the Government of India.

SIMLA, the 12th January 1899.

T. W. HOLDERNESS,

Secretary to the Government of India.



GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

### Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 14th January.*—Light scattered showers of rain fell in parts of the Carnatic and the adjoining districts, but none elsewhere. The water-supply is generally ample except in parts of the Deccan. Sowings still continue. The standing crops are generally in good condition, except in parts of the Deccan. The harvest outturn is almost normal. Pasturage is scarce in parts, but the fodder supply is generally sufficient. Cattle are in normal condition. Prices continue to fall, except in parts of the Deccan and the West Coast.

**Bombay.**—*For week ending 18th January.*—Rain is wanted for the late crops in parts of Poona, Ahmednagar, Satara and Shikarpur. The standing crops are withering in parts of Poona and Ahmednagar, and have been damaged by frost in all districts of Sind, and by rats, blight or frost, in parts of Ahmedabad, Ahmednagar, Bijapur and Dharwar. Harvesting of the early crops continues in three and of the late crops in five districts. Cotton-picking is progressing in parts of Khandesh and Kathiawar. Preparations for next season continue in five districts. Fodder is sufficient, except in parts of Sind. Agricultural stock is healthy. Prices have risen slightly in three and fallen in eleven districts.

**Bengal.**—*For week ending 16th January.*—Rain, though not general, fell in several districts during the week. The prospects of all the spring crops are favourable. Poppy is also promising. The winter rice crop is nearly all harvested, and threshing is now going on. Pulses and the earlier spring crops are being gathered. Sugarcane-pressing is in progress. There is no want of fodder anywhere. Prices of common rice continue practically stationary.

**North-Western Provinces and Oudh.**—*For week ending 18th January.*—Light showers of rain fell in two districts, otherwise the weather has been clear and cold. The standing crops are flourishing. Sugarcane-pressing continues. Irrigation is being resorted to where necessary. Slight damage to crops, by frost, is reported from a few districts. Prospects are favourable. The market is full and the fodder supply sufficient. Prices are almost stationary.

**Punjab.**—*For week ending 18th January.*—Slight rain is reported to have fallen in Murree: but more is urgently needed throughout the Province. Pressing of sugarcane still continues. The spring sowings have been completed. Watering and weeding of crops are in progress. The outturn of sugarcane is said to be above the average in Sialkot. The condition and prospects of standing crops are generally reported to be good, but are below the average in Dera Ismail Khan and bad on unirrigated areas in Lahore. The rape and gram crops are being damaged by caterpillars in parts of Ferozepore. The condition of cattle is good to fair in all districts, except in parts of Dera Ismail Khan. Fodder is said to be sufficient in all districts, except in Delhi, Shahpur and in parts of Dera Ismail Khan. Prices, especially of wheat, are rising in Delhi, Sialkot and Shahpur, falling in Hissar and Dera Ismail Khan, and are unchanged elsewhere. Wheat is selling from 15½ to 21, gram 21 to 24, barley 32, bulrush millet 20 to 26, maize 28 to 33, great millet 25 and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 17th January.*—The weather is generally clear and very cold. Rain is wanted in Raipur and Bilaspur. The prospects of the spring crops are fair to good in all districts, except Saugor,

Damoh, Chanda and Bilaspur, where they are poor to gloomy. Some damage to crops, through frost, is reported from Damoh, Jubbulpore, Mandla, Narsinghpur and the Harsud Tahsil of Nimar; through frost and cloudy weather, from Balaghat and Bilaspur; through frost and blight, from Saugor; and through cloudy weather and want of rain, from Raipur. Reaping and threshing of the autumn crops are approaching completion, and pressing of sugarcane continues. The cheapest prices are wheat 19, gram 32, rice 27½, and *juar* 30 seers per rupee. The dearest prices are wheat 12, gram 16, rice 11 and *juar* 19½ seers per rupee. Wheat continues to sell above the normal price in the south, east and west of the Provinces, and the price of gram is still low in the northern districts.

**Burma.**—*For week ending 14th January.*—In Lower Burma reaping of the main crop has nearly been completed. The Amherst District now reports an outturn below the normal. In Upper Burma the greater part of the wet weather paddy crop has been reaped. Prospects of the standing crops continue unchanged. The price of paddy has risen considerably in Akyab, Thaton and the Upper Chindwin and has fallen considerably in Mandalay and Bhamo. There has been a slight increase in the price in Rangoon, Prome and Thongwa.

**Assam.**—*For week ending 17th January.*—No rain fell during the week. Harvesting of late rice is nearing completion; the outturn is generally good. Gathering of pulses, pruning of tea, and pressing of sugarcane continue. Prospects of pulses, mustard and sugarcane are generally good. Fodder is scarce in Cachar, the Naga, Khasi and Jaintia Hills and in parts of Sylhet. Water is insufficient in the Khasi and Jaintia Hills. Prices—common rice, Silchar 15, Sylhet 16½, Dhubri 17, Gauhati 16, Tezpur, Sibsagar and Dibrugarh 13, and Nowgong 12 seers per rupee.

**Mysore and Coorg.**—*For week ending 18th January.*—**MYSORE:** Prospects are favourable. Prices have slightly risen in Mysore and Kadur. *Ragi* (*Eleusine coracana*) has been harvested in parts of Bangalore, Kolar and Shimoga.

**COORG:**—Harvesting of rice, threshing of *ragi* (*Eleusine coracana*) and coffee-picking continue. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 18th January.*—**BERAR:** The weather is cool. The winter crops are suffering for want of moisture. The preparation of land for the monsoon crops is in progress in three districts. Fodder is sufficient, but a scarcity of water prevails in parts of the Akola and Amraoti Districts. Prices are almost stationary.

**Hyderabad.**—No rain fell during the week. The autumn rice harvest is almost completed, and that of the spring crops has commenced in parts. Rats and insects are damaging the spring crops in a few talukas. The winter rice sowings continue. Prices are falling. Prices—wheat 9, coarse rice 10½, and *jawari* 20½ seers per current sicca rupee.

**Central India.**—*For week ending 18th January.*—No rain fell during the week. Agricultural operations have been completed in Bundelkhand and are in progress elsewhere. The condition of the standing crops and their probable outturn are reported to be good, though the *arhar* (*Cajanus indicus*) and *masur* (*Lens esculenta*) crops have been partially damaged by frost in Baghelkhand. Slight damage to the poppy crop is reported from Indore. Agricultural stock and pasturage are in good condition. Prices are normal.

**Rajputana.**—*For week ending 18th January.*—No rain fell during the week. Irrigation of crops continues. Their condition is generally good, but they have been slightly damaged by frost in parts of Kerowlee and Kotah. The average outturn of the autumn crop in thirty-one affected villages of Ajmere is 5 annas, and for the whole area of Marwar 8 annas in the rupee. Cattle are generally in good condition. The Government reserves have been opened to grazing in Ajmere-Merwara. Distress is spreading and increasing in Merwara. Takavi advances have been granted freely with beneficial results.



In Ajmere distress is increasing in some villages of Gangwana. Fodder is scarce in parts of Marwar, Kherwara, Meywar, Haraoti, Ajmere, Jeypore and Bikanir. Prices are rising in Jhallawar, fluctuating in Kotah, falling in Dholepore and steady elsewhere. Emigration from the distressed Ajmere villages and from Merwara continues; 205 persons emigrated during the week. The total emigration from Merwara up to date amounts to 3,792 persons. The numbers employed on relief works were—422 in Ajmere, 1,967 in Merwara and 1,092 in Marwar. Prices—Ajmere 20, Beawar 22 and Marwar  $14\frac{1}{2}$  seers per rupee.

**Kashmir.**—*For week ending 17th January.*—The weather has been snowy and cloudy. Prices continue below normal. The price of rice is 27 seers per rupee.

**JAMMU PROVINCE.**—*For week ending 18th January.*—No rain fell during the week. Prices have fallen slightly: wheat is selling at 19 and maize 26 seers per rupee. The condition of the standing crops is fair. Fodder is sufficient.

**Nepal.**—*For week ending 14th January.*—Rainfall 0·84. Wheat is being sown. The price of rice is  $9\frac{1}{8}$  seers per rupee.

T. W. HOLDERNESS,  
*Secretary to the Government of India.*

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST TO 8TH  
JANUARY, 1898, AND FROM 1ST TO 7TH JANUARY, 1899.

N.B.—As regards the figures in column *Total Earnings from 1st January 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the first half of 1898.	FIRST EIGHT DAYS OF JANUARY 1898.				WEEK ENDING 7TH JANUARY 1899.				Earnings from 1st to 8th January 1898.	Earnings from 1st to 7th January 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.													
Standard gauge—													
East Indian	604	1,740	13,22,431	760	1,745	11,93,000	684	13,22,431	11,93,000	...	1,29,431		
Bengal Central	102	125	18,234	140	125	20,000	160	18,234	20,000	1,766	...		
Bengal-Nagpur	181	862	1,50,183	181	1,009	1,59,000	149	1,50,183	1,59,000	2,317	...		
Indian Midland (including Bhopal-Itarsi)	171	752	1,46,914	195	868	1,37,000	158	1,46,914	1,37,000	...	9,914		
Bezawada Extn. (East Coast State)	191	21	3,318	158	21	2,500	119	3,318	2,500	...	818		
Madras-Ennur sec. (Bezawada-Mad.)	119	9	1,083	120	9	600	67	1,083	600	...	483		
Metre gauge—													
Rajputana-Malwa (inclgd. G.-R.-Nagda)	264	1,815	4,74,945	262	1,815	4,63,000	255	4,74,945	4,63,000	...	11,945		
Palanpur-Deesa	44	17	411	24	17	600	35	411	600	189	...		
South Indian	161	1,042	1,84,095	177	1,018	1,45,000	142	1,84,095	1,45,000	...	39,095		
Mayavaram-Mutpet	90	54	4,415	82	54	4,300	80	4,415	4,300	...	115		
Southern Mahratta (inclgd. G.-M. Fron. sec.)	103	1,165	1,19,096	102	1,165	98,000	84	1,19,096	98,000	...	21,096		
Mysore section (Southern Mahratta)	107	296	40,287	136	296	18,100	61	40,287	18,100	...	22,187		
Bengal and North-Western system	162	827	1,36,104	165	928	1,25,000	135	1,36,104	1,25,000	...	11,104		
Lucknow-Bareilly	105	204	22,477	110	231	19,200	83	22,477	19,200	...	3,277		
Assam-Bengal.	90	280	24,129	84	398	31,100	78	24,129	31,100	6,971	...		
Burma	223	937	2,31,179	247	936	1,73,000	185	2,31,179	1,73,000	...	58,179		
TOTAL	266	10,152	28,85,301	284	10,095	25,89,400	242	28,85,301	25,89,400	...	2,95,901		
State lines worked by the State.													
Standard gauge—													
North-Western (a)	287	2,886	8,36,081	290	2,886	6,53,000	226	8,36,081	6,53,000	...	1,83,081		
Oudh and Rohilkhand (inclgd. the m.g. link)	217	875	2,12,697	243	1,013	2,07,000	204	2,12,697	2,07,000	...	5,697		
Eastern Bengal (inclgd. metre & 2' 6")	319	818	2,98,683	395	824	2,16,000	262	2,98,683	2,16,000	...	82,683		
East Coast (b)	116	538	51,941	97	720	52,700	73	51,941	52,700	759	...		
Special gauges—													
Joint	66	28	2,953	105	28	2,000	71	2,953	2,000	...	953		
Cherra-Companyganj	20	...	(c)	...	8	600	75	(c)	600	600	...		
TOTAL	261	5,145	14,02,355	272	5,479	11,31,300	206	14,02,355	11,31,300	...	2,71,055		
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	514	1,491	7,29,801	489	1,491	8,66,000	581	7,29,801	8,66,000	1,36,199	...		
Bombay, Baroda and Central India	775	401	2,79,403	500	401	3,09,000	670	2,79,403	3,09,000	29,597	...		
Madras	258	840	2,40,214	286	840	1,05,000	196	2,40,214	1,05,000	...	75,214		
TOTAL	480	2,792	12,49,418	447	2,792	13,40,000	480	12,49,418	13,40,000	90,882	...		
TOTAL (GUARANTEED AND STATE)	297	18,009	55,37,074	306	18,966	50,60,700	267	55,37,074	50,60,700	...	4,70,374		
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	217	162	27,659	171	162	26,100	161	27,659	26,100	...	1,559		
Tarkessur	320	22	5,990	272	22	5,600	255	5,990	5,600	...	390		
Southern Punjab (Delhi-Samāsata)	75	400	22,418	50	400	22,800	57	22,418	22,800	382	...		
Tapti Valley	...	...	...	...	36	700	19	...	700	700	...		
Metre gauge—													
Mymensingh-Jamalpur-Jagannath-ganj	...	...	...	...	33	900	27	...	900	900	...		
Rohilkhand and Kumaon (Co.'s sec.)	137	66	4,784	74	66	4,600	70	4,784	4,600	...	184		
Bengal Doonars	106	36	2,129	59	36	1,600	44	2,129	1,600	...	529		
Dibru-Sadiya	200	78	18,768	241	78	14,400	185	18,768	14,400	...	4,368		
Ahmedabad-Parantij	59	55	2,936	53	55	3,200	58	2,936	3,200	264	...		
Special gauges—													
Darjeeling-Himalayan	266	51	10,563	207	51	6,000	118	10,563	6,000	...	4,563		
Bārsi	150	21	3,683	175	21	3,200	152	3,683	3,200	...	483		
TOTAL	135	891	95,930	111	960	89,100	93	98,930	89,100	...	9,830		
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonna	31	74	2,523	34	74	4,700	64	2,523	4,700	2,177	...		
Bhopal-Ujjain	76	114	8,758	77	114	9,800	80	8,758	9,800	1,042	...		
Nagda-Ujjain.	56	35	1,330	38	34	1,400	41	1,330	1,400	70	...		
The Nizam's guaranteed state	235	334	72,941	218	334	76,300	228	72,941	76,300	3,359	...		
The Gaekwar's Petlad	70	13	500	38	13	800	62	500	800	300	...		
Rajputa-Bhatinda	140	108	17,478	102	108	9,000	83	17,478	9,000	...	8,478		
Kolar Gold-fields	408	10	4,437	444	10	3,400	340	4,437	3,400	...	1,037		
Metre gauge—													
Yesvantpur-Mysore Frontier section (inclgd. M.-Nanjangud)	71	66	5,967	90	66	3,200	48	5,967	3,200	...	2,767		
The Gaekwar's Mehsana	81	93	6,626	71	93	5,500	59	6,626	5,500	...	1,126		
Kolhapur	55	29	1,101	38	29	1,300	45	1,101	1,300	199	...		
Special gauges—													
The Gaekwar's Dabhoi	58	79	3,109	39	79	3,200	41	3,109	3,200	91	...		
Rajpipla	13	19	84	4	19	100	5	84	100	16	...		
Coon Behar	63	22	1,706	78	25	1,100	44	1,706	1,100	...	606		
TOTAL	133	996	1,26,500	127	998	1,19,800	120	1,26,500	1,19,800	...	6,700		
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junagad-Porbandar	126	334	34,942	105	334	28,400	85	34,942	28,400	...	6,542		
Jetalsar-Rajkot	80	46	3,808	83	46	3,700	80	3,808	3,700	...	108		
Jamnagar	38	54	1,647	30	54	2,000	37	1,647	2,000	353	...		
Dhrangadra	...	...	...	...	21	1,000	48	...	1,000	1,000	...		
Jodhpore-Bikaner	66	364	24,900	68	405	37,300	92	24,900	37,300	12,400	...		
Gooseypore-Chitor	42	60	1,830	30	60	2,600	43	1,830	2,600	770	...		
Special gauge—													
Morvi	82	94	6,568	70	94	7,000	74	6,568	7,000	432	...		
TOTAL	80	952	73,695	77	1,014	82,000	81	73,695	82,000	8,305	...		
GRAND TOTAL													
	273	20,928	58,36,259	279	21,938	53,51,600	244	58,36,259	53,51,600	...	4,84,659		

(a) Includes Jamnagar and Kashmir and Hyderabad-Shadipatti ry.  
(b) Including Bezawada-Madras ry.

(c) Closed for traffic.

CALCUTTA, the 20th January, 1899.

W. J. McELHINNY, Capt., R.E.,  
Offg. Under Secy. to the Govt. of India.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. XXXIX of 1898-99.

## STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April, 1898*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	FIRST EIGHT DAYS OF JANUARY, 1898.				WEEK ENDING 7TH JANUARY, 1899.				Earnings from 1st April 1897 to 8th January, 1898.	Earnings from 1st April 1898 to 7th January, 1899.	Increase.	Decrease.
		Meth mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open.		Total.	Per mile open.						
ST. GAUGE—worked by companies.													
East Indian	654	1,740	13,22,431	760	1,745	11,93,000	684	4,46,24,825	4,48,99,000	2,74,175	...	...	
Bengal Central	183	125	13,234	146	125	20,000	160	9,26,760	7,61,000	...	1,57,760	...	
Bengal-Nagpur	139	862	1,30,183	181	1,069	1,59,000	149	44,21,450	49,86,000	5,64,544	...	...	
Indian Midland (including Bhopal-Itarsi)	155	752	1,46,914	195	868	1,37,000	138	46,19,642	46,53,000	33,358	...	...	
Bezawada extn. (East Coast State)	155	21	3,318	158	21	2,500	119	1,21,823	1,10,000	...	5,823	...	
Madras-Ennur sec. (Bezawada-Mad.)	135	9	1,083	120	9	600	67	46,761	31,100	...	15,661	...	
METRE GAUGE—													
Rajputana-Malwa (inclgd. G.-R.-Nagda)	210	1,815	4,74,945	262	1,815	4,63,000	255	1,48,96,826	1,72,12,000	23,15,174	...	...	
Palanpur-Deesa	44	17	411	24	17	600	35	32,878	26,200	...	6,678	...	
South Indian	106	1,042	1,84,095	177	1,018	1,45,000	142	71,91,643	65,93,000	...	5,93,643	...	
Mayavaram-Mutpet	92	54	4,415	82	54	4,300	80	2,08,774	1,94,000	...	14,774	...	
Southern Mahratta (inclgd. G.-M. From sec.)	113	1,165	1,19,096	102	1,165	98,000	84	55,77,491	41,89,000	...	13,88,491	...	
Mysore section (Southern Mahratta)	123	296	40,287	136	296	18,100	61	15,30,952	9,98,000	...	5,32,952	...	
Bengal and North-Western system	147	827	1,36,104	105	928	1,25,000	135	46,60,710	48,30,000	1,69,290	...	...	
Lucknow-Bareilly	81	204	22,477	110	231	19,200	83	6,34,531	7,71,000	1,36,469	...	...	
Assam-Bengal	73	286	24,129	84	398	31,100	78	7,36,720	2,06,280	...	...	...	
Burma	186	937	2,31,179	247	939	1,73,000	185	60,07,338	61,95,000	1,87,662	...	...	
TOTAL	243	10,152	28,85,301	284	10,695	25,89,400	242	9,62,39,130	9,74,70,300	12,31,170	...	...	
State lines worked by the State.													
Standard gauge—													
North Western (a)	236	2,886	8,36,081	290	2,886	6,53,000	226	2,63,79,775	2,86,12,000	22,32,225	...	...	
Odish and Rohilkhand (inclgd. the m.g. link)	195	875	2,12,697	243	1,013	2,07,000	204	66,63,235	75,01,000	9,37,765	...	...	
Eastern Bengal (inclgd. metre & 2'6")	362	818	2,98,083	365	824	2,10,000	268	1,19,25,083	1,11,37,000	...	7,88,083	...	
East Coast (b)	106	538	51,941	97	720	52,700	73	21,99,284	19,89,000	...	2,10,284	...	
Special gauges—													
Jorhat	69	28	2,953	105	28	2,000	71	74,359	72,900	...	1,459	...	
Cherra-Companyganj	44	...	(c)	...	8	600	75	(d) 4,257	(e) 1,500	...	2,757	...	
TOTAL	235	5,145	14,02,355	272	5,479	11,31,300	266	4,72,45,993	4,94,13,400	21,67,407	...	...	
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	381	1,491	7,29,801	489	1,491	8,65,000	581	2,09,18,570	2,60,20,000	51,10,430	...	...	
Bombay, Baroda and Central India	586	461	2,79,403	606	461	3,09,000	670	1,09,62,290	1,25,06,000	15,43,710	...	...	
Madras	261	840	2,40,214	286	840	1,65,000	196	89,17,236	81,87,000	...	7,30,236	...	
TOTAL	379	2,792	12,49,418	447	2,792	13,40,000	480	4,07,98,096	4,67,22,000	59,23,904	...	...	
TOTAL (GUARANTEED AND STATE)	262	18,089	55,37,074	306	18,960	50,60,700	267	18,42,83,219	19,36,05,700	93,22,481	...	...	
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	207	162	27,659	171	162	26,100	161	12,70,599	11,28,000	...	1,42,599	...	
Tarkessur	278	22	5,990	272	22	5,600	255	2,31,260	2,20,000	...	5,260	...	
Southern Punjab (Delhi-Samastha)	42	400	22,418	59	400	22,800	57	(f) 1,20,059	11,45,000	10,18,941	...	...	
Tapti Valley	...	...	...	...	36	700	19	...	(g) 13,200	3,200	...	...	
METRE GAUGE—													
Mymensingh-Jamalpur-Jagannath-ganj	...	...	...	...	33	900	27	...	(h) 11,300	11,300	...	...	
Rohilkhand and Kumaon (Co.'s sec.)	121	66	4,784	72	66	4,000	70	3,29,631	3,77,000	47,369	...	...	
Bengal Dooars	149	36	2,129	59	36	1,600	44	2,34,839	2,19,000	...	15,839	...	
Dibru-Sadiya	198	78	18,768	241	78	14,400	185	6,10,535	6,10,000	...	535	...	
Ahmedabad-Parantij	45	55	2,936	53	55	3,200	58	(i) 72,004	1,21,000	48,996	...	...	
Special gauges—													
Darjeeling-Himalayan	274	51	10,563	207	51	6,000	118	5,99,112	6,00,000	888	...	...	
Barsi	125	21	3,683	175	21	3,200	152	1,00,411	81,000	...	19,411	...	
TOTAL	147	891	98,930	111	960	89,100	93	35,74,430	45,21,500	9,47,050	...	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonna	26	74	2,323	34	74	4,700	64	74,131	1,05,000	30,869	...	...	
Bhopal-Ujjain	61	114	8,758	77	114	9,800	80	2,61,957	3,28,000	66,043	...	...	
Nagda-Ujjain	60	35	1,330	38	34	1,400	41	78,714	95,200	16,486	...	...	
The Nizam's guaranteed state	211	334	72,941	218	334	76,300	228	27,63,341	30,02,000	2,38,659	...	...	
The Gaekwar's Petlad	84	13	500	38	13	800	62	52,007	41,300	...	11,307	...	
Rajpura-Bhatinda	122	108	17,478	162	108	9,000	83	5,23,317	4,98,000	...	31,317	...	
Kolar Gold-fields	402	10	4,437	444	10	3,400	340	1,61,300	1,50,000	...	5,300	...	
METRE GAUGE—													
Yesvantpur-Mysore Frontier section (inclgd. M.-Nanjangud)	84	66	5,967	90	66	3,200	48	2,41,495	1,62,000	...	79,495	...	
The Gaekwar's Mehsana	71	93	6,626	71	93	5,500	59	2,68,838	2,47,000	...	21,838	...	
Kolhapur	57	29	1,101	38	29	1,300	45	69,405	58,900	...	10,505	...	
Special gauges—													
The Gaekwar's Dabhoi	51	79	3,109	39	79	3,200	41	1,64,147	1,54,000	...	10,147	...	
Rajpipla	11	19	84	4	19	100	5	5,789	8,400	2,611	...	...	
Cooch Behar	54	22	1,700	78	25	1,100	44	44,628	49,500	4,872	...	...	
TOTAL	120	996	1,26,560	127	998	1,19,800	120	47,15,669	49,05,300	1,89,631	...	...	
Lines owned and worked by native states.													
METRE GAUGE—													
Bhavnagar-Gondal-Junagadh-Porbandar	97	334	34,042	105	334	28,300	85	13,12,663	13,13,000	337	...	...	
Jetalsar-Rajkot	82	46	3,608	83	46	3,700	80	1,57,872	1,38,000	...	19,872	...	
Jamnagar	38	54	1,647	30	54	2,000	37	(j) 80,123	83,300	...	2,823	...	
Dhrangadra	...	...	...	...	21	1,000	48	...	(k) 24,100	24,100	...	...	
Jodhpore-Bikaner	62	364	24,900	68	405	27,300	92	9,07,402	10,84,000	1,76,598	...	...	
Oodeypore-Chitor	38	60	1,830	30	60	2,000	43	94,535	1,12,000	17,465	...	...	
Special gauge—													
Morvi	83	94	6,568	70	94	7,000	74	3,40,640	3,10,000	...	30,640	...	
TOTAL	75	952	73,695	77	1,014	82,000	81	28,99,235	30,04,400	1,05,105	...	...	
GRAND TOTAL	243	20,928	58,36,259	279	21,938	53,51,000	244	19,54,72,573	20,60,96,900	1,06,24,327	...	...	

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli ry.

(b) Includes Bezawada-Madras ry.

(c) Closed for traffic.

(d) From 1st April to 12th June, 1897.

(e) From 1st to 30th April, 1898, and from 1st to 7th January, 1899.

(f) From 10th November, 1897, to 8th January, 1898.

(g) From 1st December, 1898, to 7th January, 1899.

(h) From 15th October, 1898, to 7th January, 1899.

(i) From 1st May, 1897, to 8th January, 1898.

(j) From 8th April, 1897, to 8th January, 1898.

(k) From 1st June, 1898, to 7th January, 1899.

W. J. MCELHINNY, Capt., R.E.,  
Off. Under Secy to the Govt. of India.

GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

IMPORTS OF COTTON, WHEAT, LINSEED, AND INDIGO.

*Statement of the Quantity (in hundredweight) of Cotton, Wheat, Linseed, and Indigo imported by rail and river  
1st January to 30th November 1898, compared with the*

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1896.	1897.	1898.	1896.	1897.	1898.	1896.	1897.	1898.	1896.	1897.	1898.
<b>Imports in November.</b>												
<b>COTTON</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	3,040	2,363	1,772	...	...	...	...	...	...	3,040	2,363	1,772
N.-W. P. & Oudh . . .	58,995	23,981	9,070	101,810	6,987	15,205	...	...	...	100,805	30,968	24,275
Panjab . . . . .	3,103	947	641	28,582	698	3,133	25,286	6,747	5,405	56,971	8,392	9,179
Cent. Provs. . . . .	782	299	706	8,182	3,074	15,501	...	...	...	8,904	3,373	10,207
Bombay . . . . .	...	...	...	64,585	23,035	51,297	...	...	...	64,585	23,035	51,297
Sind . . . . .	...	...	...	...	...	...	12,611	1,079	4,897	12,611	1,079	4,897
Madras . . . . .	...	...	...	10	...	4,308	...	...	...	10	...	4,308
Berar . . . . .	339	1,808	10,873	57,687	18,527	130,832	...	...	...	58,026	20,335	141,705
Assam . . . . .	1,139	1,331	...	...	...	...	...	...	...	1,139	1,331	...
Raj. & C. I. . . . .	549	1,708	...	6,779	81	2,585	...	...	...	7,328	1,789	2,585
Nizam's Terr. . . . .	...	...	...	979	...	1,899	...	...	...	979	...	1,899
Mysore . . . . .	...	...	...	45	...	...	...	...	...	45	...	...
<b>TOTAL</b> . . . . .	<b>67,947</b>	<b>32,437</b>	<b>23,062</b>	<b>268,659</b>	<b>52,402</b>	<b>224,820</b>	<b>37,897</b>	<b>7,826</b>	<b>10,302</b>	<b>374,503</b>	<b>92,665</b>	<b>258,184</b>
<i>By Sea—</i>												
Bengal . . . . .	334	727	349	...	...	...	...	...	...	334	727	349
Bombay . . . . .	7,561	13,039	306	807	261	596	...	...	...	8,368	13,900	962
Sind . . . . .	...	...	...	6,958	1,783	...	...	...	...	6,958	1,783	...
Madras . . . . .	...	357	4,591	163	90	908	...	...	...	163	447	5,499
Burma . . . . .	550	689	3,793	...	...	...	...	...	...	550	689	3,793
Non-Br. Ports in India	...	...	...	13,616	19,166	36,740	...	...	...	13,616	19,166	36,740
Foreign countries . . .	...	897	4	1,458	3,000	341	...	...	...	1,458	3,897	345
<b>TOTAL</b> . . . . .	<b>8,445</b>	<b>16,309</b>	<b>9,103</b>	<b>23,002</b>	<b>24,300</b>	<b>38,585</b>	...	...	...	<b>31,447</b>	<b>40,609</b>	<b>47,688</b>
<b>TOTAL OF IMPORTS</b> . .	<b>76,392</b>	<b>48,746</b>	<b>32,165</b>	<b>291,661</b>	<b>76,702</b>	<b>263,405</b>	<b>37,897</b>	<b>7,826</b>	<b>10,302</b>	<b>405,950</b>	<b>133,274</b>	<b>305,872</b>

**Imports from January to November.**

<b>COTTON</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	66,885	105,032	48,465	...	12	...	...	...	...	66,885	105,044	48,465
N.-W. P. & Oudh . . .	306,016	307,056	149,201	374,089	251,432	219,607	...	...	...	680,106	558,488	368,808
Panjab . . . . .	47,226	63,413	43,451	103,690	62,435	76,394	320,761	304,035	335,779	471,077	429,883	455,604
Cent. Provs. . . . .	7,576	12,576	19,515	199,436	189,812	344,635	...	...	...	204,032	202,383	304,150
Bombay . . . . .	38	5	...	2,397,723	1,754,299	2,286,951	...	...	...	2,397,761	1,754,295	2,286,951
Sind . . . . .	...	...	...	...	...	...	209,098	186,587	138,584	209,098	186,587	138,584
Madras . . . . .	...	...	...	81,871	19,657	41,376	...	...	...	81,871	19,657	41,376
Berar . . . . .	56,968	51,106	103,617	954,558	707,940	1,291,867	...	...	...	1,011,526	819,046	1,395,484
Assam . . . . .	16,381	18,364	13,769	...	...	...	...	...	...	16,381	18,364	13,769
Raj. & C. I. . . . .	13,706	38,296	32,131	599,028	807,869	571,144	...	...	...	612,734	846,165	603,275
Nizam's Terr. . . . .	...	...	...	35,381	28,089	46,896	...	...	...	35,381	28,089	46,896
Mysore . . . . .	...	...	...	4,040	234	...	...	...	...	4,040	234	...
<b>TOTAL</b> . . . . .	<b>514,796</b>	<b>595,848</b>	<b>410,149</b>	<b>4,746,836</b>	<b>3,881,770</b>	<b>4,878,870</b>	<b>529,860</b>	<b>490,622</b>	<b>474,363</b>	<b>5,791,492</b>	<b>4,968,240</b>	<b>5,763,382</b>
<i>By Sea—</i>												
Bengal . . . . .	13,639	20,592	13,124	...	2,165	...	...	...	...	13,639	22,757	13,124
Bombay . . . . .	122,473	84,169	83,472	59,933	39,200	17,574	...	...	976	182,406	121,369	102,022
Sind . . . . .	...	...	...	201,700	114,436	56,610	...	...	...	201,700	114,436	56,610
Madras . . . . .	20,707	1,798	43,340	7,213	6,928	9,982	...	...	...	27,930	8,726	53,322
Burma . . . . .	10,920	7,309	33,071	2,559	561	200	...	...	...	13,479	7,870	33,277
Non-Br. Ports in India	...	...	...	1,141,454	608,043	761,941	1	...	...	1,141,455	608,043	761,941
Foreign countries . . .	5,165	2,932	3,170	71,599	36,754	40,773	...	...	...	76,704	39,686	43,943
<b>TOTAL</b> . . . . .	<b>172,904</b>	<b>116,800</b>	<b>176,177</b>	<b>1,484,458</b>	<b>808,087</b>	<b>887,080</b>	<b>1</b>	...	<b>976</b>	<b>1,657,363</b>	<b>924,887</b>	<b>1,064,233</b>
<b>TOTAL OF IMPORTS</b> . .	<b>687,700</b>	<b>712,648</b>	<b>586,326</b>	<b>6,231,294</b>	<b>4,689,857</b>	<b>5,765,950</b>	<b>529,861</b>	<b>490,622</b>	<b>475,339</b>	<b>7,448,855</b>	<b>5,893,127</b>	<b>6,827,615</b>



and by sea into Calcutta, the City of Bombay, and Karachi, during the month of November 1898, and from corresponding periods of the years 1896 and 1897.

Articles expo	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1896.	1897.	1898.	1896.	1897.	1898.	1896.	1897.	1898.	1896.	1897.	1898.
<b>Imports in November.</b>												
<b>WHEAT</b>												
By Rail and River—												
Bengal . . . . .	34,740	8,258	46,193	...	...	...	...	...	...	34,740	8,258	46,193
N.-W. P. & Oudh . . . .	9,434	161,127	209,644	18	8,705	94,961	...	...	...	9,452	169,832	304,605
Panjab . . . . .	689	12,989	1	...	6,242	59,318	33,470	301,061	602,430	34,159	320,292	661,749
Cent. Provs. . . . .	11,175	...	257	1,436	4,760	31,004	...	...	...	12,611	4,760	31,261
Bombay . . . . .	...	...	...	9,443	15,815	17,013	...	...	...	6,443	15,815	17,013
Sind . . . . .	...	...	...	...	...	...	26,770	100,827	1 2,350	26,770	100,827	162,350
Madras . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Berar . . . . .	...	...	...	43	...	...	...	...	...	43	...	...
Assam . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I. . . . .	...	...	...	7,368	8,672	15,031	...	...	...	7,368	8,672	15,031
Nizam's Terr. . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Mysore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>56,038</b>	<b>182,374</b>	<b>256,095</b>	<b>15,308</b>	<b>44,194</b>	<b>217,327</b>	<b>60,240</b>	<b>401,888</b>	<b>764,780</b>	<b>131,586</b>	<b>628,456</b>	<b>1,238,202</b>
By Sea—												
Bengal . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bombay . . . . .	17,575	...	...	125	18	9,328	...	...	...	17,700	18	9,328
Sind . . . . .	...	...	...	113,857	161,901	108,751	23	...	...	113,880	161,901	108,751
Madras . . . . .	54	...	...	...	...	...	...	...	...	54	...	...
Burma . . . . .	46	...	...	...	...	...	...	...	...	46	...	...
Non-Br. Ports in India . .	...	...	...	69	261	9,878	...	...	...	69	261	9,878
Foreign countries . . . .	...	...	...	14,182	...	...	2,222	...	...	16,404	...	...
<b>TOTAL</b>	<b>17,675</b>	<b>...</b>	<b>...</b>	<b>128,233</b>	<b>162,180</b>	<b>127,957</b>	<b>2,245</b>	<b>...</b>	<b>...</b>	<b>148,153</b>	<b>162,180</b>	<b>127,957</b>
<b>TOTAL OF IMPORTS</b>	<b>73,713</b>	<b>182,374</b>	<b>256,095</b>	<b>143,541</b>	<b>206,374</b>	<b>345,284</b>	<b>62,485</b>	<b>401,888</b>	<b>764,780</b>	<b>279,739</b>	<b>790,636</b>	<b>1,366,159</b>

## Imports from January to November.

<b>WHEAT</b>												
By Rail and River—												
Bengal . . . . .	411,444	131,353	630,862	...	222	...	...	...	...	411,444	131,353	630,862
N.-W. P. & Oudh . . . .	837,602	1,198,274	4,370,145	8,735	81,885	2,303,622	...	...	139,065	846,337	1,280,159	6,872,832
Panjab . . . . .	113,675	82,582	124,674	15,737	36,070	1,042,131	1,408,730	1,552,440	7,621,903	1,538,142	1,671,092	8,788,708
Cent. Provs. . . . .	128,948	26,854	2,950	637,375	28,081	1,449,155	...	...	...	766,323	54,935	1,452,105
Bombay . . . . .	...	...	...	1,210,224	207,360	1,309,300	...	...	...	1,216,224	207,360	1,309,300
Sind . . . . .	...	...	...	...	...	...	882,802	790,167	1,749,490	882,802	790,167	1,749,490
Madras . . . . .	...	...	...	...	...	27	...	...	...	...	...	27
Berar . . . . .	5,708	...	...	34,509	152	7,278	...	...	...	40,307	152	7,278
Assam . . . . .	78	284	840	...	...	...	...	...	...	78	284	840
Raj. & C. I. . . . .	...	278	70	583,545	63,263	445,771	...	...	23	583,545	63,541	445,864
Nizam's Terr. . . . .	...	...	...	1,503	27	1,345	...	...	...	1,503	27	1,345
Mysore . . . . .	...	...	...	5,747	...	...	...	...	...	5,747	...	...
<b>TOTAL</b>	<b>1,407,545</b>	<b>1,439,625</b>	<b>5,129,541</b>	<b>2,503,375</b>	<b>417,060</b>	<b>6,618,620</b>	<b>2,291,532</b>	<b>2,342,607</b>	<b>9,510,481</b>	<b>6,292,452</b>	<b>4,199,292</b>	<b>21,258,651</b>
By Sea—												
Bengal . . . . .	804	75	...	4,659	9	15	822	...	...	6,285	84	15
Bombay . . . . .	19,575	...	...	415,542	5,073	67,954	1,276	60	96	436,393	6,033	68,050
Sind . . . . .	...	...	...	886,723	1,158,305	718,006	47	61	...	886,770	1,158,366	718,006
Madras . . . . .	1,563	...	1,009	...	86	78	...	...	...	1,563	86	1,147
Burma . . . . .	46	...	5	139,717	...	...	22	...	...	139,785	...	5
Non-Br. Ports in India . .	2	...	...	38,711	14,343	301,402	21,250	...	890	59,969	14,343	302,292
Foreign countries . . . .	...	82,254	...	55,201	54,882	32	21,725	1,216	...	76,926	136,352	32
<b>TOTAL</b>	<b>21,990</b>	<b>82,329</b>	<b>1,074</b>	<b>1,540,553</b>	<b>1,233,598</b>	<b>1,087,487</b>	<b>45,148</b>	<b>1,337</b>	<b>986</b>	<b>1,607,691</b>	<b>1,317,264</b>	<b>1,089,547</b>
<b>TOTAL OF IMPORTS</b>	<b>1,519,535</b>	<b>1,521,954</b>	<b>5,130,615</b>	<b>4,043,928</b>	<b>1,650,658</b>	<b>7,706,116</b>	<b>2,336,680</b>	<b>2,343,944</b>	<b>9,511,467</b>	<b>7,900,143</b>	<b>5,516,556</b>	<b>22,348,198</b>

*Statement of the Quantity (in hundredweight) of Cotton, Wheat, Linseed, and Indigo imported by rail and river  
1st January to 30th November 1898, compared with the*

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL		
	1896.	1897.	1898.	1896.	1897.	1898.	1896.	1897.	1898.	1896.	1897.	1898.
<b>Imports in November.</b>												
<b>LINSEED</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	105,580	122,346	338,364	...	...	...	...	...	...	105,580	122,346	338,364
N.-W. P. & Oudh . . .	14,948	34,323	131,422	1,501	4,178	6,209	...	...	...	10,449	38,501	137,031
Panjab . . . . .	...	...	...	...	...	233	544	9	3,678	544	9	3,011
Cent. Provs. . . . .	705	...	6,540	5,781	17,783	24,029	...	...	...	6,486	17,783	30,566
Bombay . . . . .	...	...	...	29,366	38,312	63,968	...	...	...	29,366	38,312	63,968
Sind . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Madras . . . . .	...	...	...	...	...	2,991	...	...	...	...	...	2,991
Berar . . . . .	...	...	...	3,803	9,249	19,848	...	...	...	3,803	9,249	19,848
Assam . . . . .	1,306	...	67	...	...	...	...	...	...	1,306	...	67
Raj. & C. I. . . . .	...	...	...	3,078	6,448	33,588	...	...	...	3,078	6,448	33,588
Nizam's Terr. . . . .	...	...	...	4,980	6,682	15,908	...	...	...	4,980	6,682	15,908
Mysore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b> . . . . .	122,539	156,669	476,393	48,509	82,652	166,774	544	9	3,678	171,592	239,330	646,843
<i>By Sea—</i>												
Bengal . . . . .	337	...	391	...	...	...	...	...	...	337	...	391
Bombay . . . . .	...	...	...	210	2	633	9	...	...	219	2	633
Sind . . . . .	...	...	...	2,091	969	...	...	...	...	2,091	969	...
Madras . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Burma . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India . .	...	...	...	...	47	104	...	...	...	...	47	104
Foreign countries . . . .	...	...	...	938	3,707	2,169	...	...	...	938	3,707	2,169
<b>TOTAL</b> . . . . .	337	...	391	3,239	4,725	2,906	9	...	...	3,585	4,725	3,297
<b>TOTAL OF IMPORTS</b> . .	122,876	156,669	476,784	51,748	87,377	169,680	553	9	3,678	175,177	244,055	650,140
<b>Imports from January to November.</b>												
<b>LINSEED</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	2,277,965	1,887,126	3,804,328	...	...	21	...	...	...	2,277,965	1,887,126	3,804,340
N.-W. P. & Oudh . . .	551,595	677,307	1,519,705	25,733	46,276	224,224	1,229	...	1,773	578,557	723,583	1,745,760
Panjab . . . . .	469	...	...	25	...	748	14,256	2,555	8,494	14,750	2,555	9,441
Cent. Provs. . . . .	87,408	1,439	43,402	358,445	122,751	647,937	...	...	...	445,853	124,199	691,339
Bombay . . . . .	194	...	...	1,496,342	131,873	686,216	...	...	...	1,496,536	131,873	686,216
Sind . . . . .	...	...	...	...	...	...	215	28	...	215	28	...
Madras . . . . .	...	...	...	101,150	103	36,639	...	...	...	101,150	103	36,639
Berar . . . . .	63,755	4,229	...	713,499	57,019	325,748	...	...	...	777,254	61,248	335,748
Assam . . . . .	33,942	36,821	66,669	...	...	...	...	...	...	33,942	36,821	66,669
Raj. & C. I. . . . .	...	7	20,447	195,005	101,599	327,149	...	...	...	195,005	101,606	347,596
Nizam's Terr. . . . .	...	...	...	562,201	42,302	197,453	...	...	...	562,201	42,302	197,453
Mysore . . . . .	...	...	...	164	157	...	...	...	...	164	157	...
<b>TOTAL</b> . . . . .	3,015,328	2,606,929	5,454,611	3,452,564	502,080	2,446,135	15,700	2,583	10,267	6,483,592	3,111,592	7,911,013
<i>By Sea—</i>												
Bengal . . . . .	1,398	...	1,855	175	...	...	...	...	...	1,573	...	1,855
Bombay . . . . .	...	...	...	1,333	1,643	1,337	79	40	12	1,412	1,683	1,349
Sind . . . . .	...	...	...	9,752	2,056	2,343	...	...	...	9,752	2,056	2,343
Madras . . . . .	208	...	...	...	...	...	...	...	...	208	...	...
Burma . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India . .	...	...	...	19,643	5,263	2,108	...	...	...	19,643	5,263	2,108
Foreign countries . . . .	4	...	...	4,238	12,875	5,285	...	...	...	4,242	12,875	5,285
<b>TOTAL</b> . . . . .	1,610	...	1,855	35,141	21,837	11,073	79	40	12	36,830	21,877	12,940
<b>TOTAL OF IMPORTS</b> . .	3,016,938	2,606,929	5,456,466	3,487,705	523,917	2,457,208	15,779	2,623	10,279	6,520,422	3,133,469	7,923,953



and by sea into Calcutta, the City of Bombay, and Karachi, during the month of November 1898, and from corresponding periods of the years 1896 and 1897—contd.

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1896.	1897.	1898.	1896.	1897.	1898.	1896.	1897.	1898.	1896.	1897.	1898.
<b>Imports in November.</b>												
<b>INDIGO</b>												
By Rail and River—												
Bengal . . . . .	9,250	2,000	1,942	...	...	...	...	...	...	9,250	2,000	1,942
N.-W. P. & Oudh . . . . .	20,197	13,234	6,642	...	2	12	...	...	...	20,197	13,234	6,642
Panjab . . . . .	18	28	...	6	...	...	257	413	372	281	441	372
Cent. Provs. . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bombay . . . . .	...	...	...	821	922	540	...	...	...	821	922	540
Sind . . . . .	...	...	...	...	...	...	456	156	408	456	156	408
Madras . . . . .	...	...	...	12	77	90	...	...	...	12	77	90
Berar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Assam . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I. . . . .	...	...	...	142	144	291	...	...	...	142	144	291
Nizam's Terr. . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Mysore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b> . . . . .	29,465	15,312	8,584	981	1,145	933	713	569	780	31,159	17,026	10,297
By Sea—												
Bengal . . . . .	...	...	...	9	...	...	...	...	...	9	...	...
Bombay . . . . .	110	...	...	...	...	...	...	...	...	110	...	...
Sind . . . . .	...	...	...	748	990	514	...	...	...	748	990	514
Madras . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Burma . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Foreign countries . . . . .	...	1	2	...	...	...	...	...	102	...	1	104
<b>TOTAL</b> . . . . .	110	1	2	757	990	514	...	...	102	867	991	618
<b>TOTAL OF IMPORTS</b> . . . . .	29,575	15,313	8,586	1,738	2,135	1,447	713	569	882	32,026	18,017	10,915

## Imports from January to November.

<b>INDIGO</b>												
By Rail and River—												
Bengal . . . . .	22,700	18,549	11,866	...	...	...	...	...	...	22,700	18,549	11,866
N.-W. P. & Oudh . . . . .	43,615	17,519	12,492	16	15	15	...	...	...	43,631	17,534	12,507
Panjab . . . . .	30	336	...	11	76	24	7,641	4,187	3,553	7,682	4,599	3,377
Cent. Provs. . . . .	30	...	...	2	8	...	...	...	...	32	8	...
Bombay . . . . .	...	11	...	4,270	2,319	3,039	...	...	...	4,270	2,320	3,039
Sind . . . . .	...	...	...	...	...	...	7,604	3,348	4,445	7,604	3,348	4,445
Madras . . . . .	...	...	...	665	206	715	...	...	...	665	206	715
Berar . . . . .	59	...	...	20	...	...	...	...	...	79	...	...
Assam . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I. . . . .	...	...	...	422	376	587	...	...	...	422	376	587
Nizam's Terr. . . . .	2	...	...	194	166	...	...	...	...	196	166	...
Mysore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b> . . . . .	66,436	36,495	24,358	5,600	3,166	4,380	15,245	7,535	7,998	87,281	47,106	36,736
By Sea—												
Bengal . . . . .	11	...	30	31	...	29	...	...	...	42	...	59
Bombay . . . . .	110	...	...	...	...	...	42	179	10	152	179	10
Sind . . . . .	...	...	...	8,444	4,542	4,501	...	...	...	8,444	4,542	4,501
Madras . . . . .	3	...	5	20	38	35	...	...	...	23	38	40
Burma . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India . . . . .	...	...	...	...	...	...	3	...	...	3	...	...
Foreign countries . . . . .	2	6	4	253	...	...	...	...	102	255	6	106
<b>TOTAL</b> . . . . .	126	6	39	8,748	4,580	4,565	45	179	112	8,919	4,765	4,716
<b>TOTAL OF IMPORTS</b> . . . . .	66,562	36,411	24,397	14,348	7,746	8,945	15,290	7,714	8,110	96,200	51,871	41,452

J. A. ROBERTSON,  
Offg. Director-General of Statistics.

T. W. HOLDERNESS,  
Secretary to the Government of India.

Calcutta, the 21st January 1899.

GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

*Total Gross and Net Indian Sea and Land Customs Revenue (excluding Salt Revenue).*  
[In thousands of Rupees]

	IN THE NINE MONTHS, APRIL TO DECEMBER, OF									
	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.
<b>IMPORTS (GROSS REVENUE)</b>										
Arms, Ammunition, and Military Stores . . . . .	1,73	2,02	2,39	2,41	2,51	2,35	2,44	2,81	2,88	2,47
Liquors:										
Spirit . . . . .	35,91	39,75	38,09	39,83	37,92	40,02	43,07	43,37	44,39	46,39
Other liquors . . . . .	4,82	4,98	5,07	4,86	4,88	4,48	5,08	4,75	4,43	4,66
Apparel, including haberdashery and millinery . . . . .	—	—	—	—	—	6,27	5,50	5,56	4,22	4,85
Chemical products and preparations . . . . .	—	—	—	—	—	1,93	1,94	1,63	2,01	1,96
Cotton manufactures:										
Twist and yarn . . . . .	—	—	—	—	—	6	10,09	—	—	—
Piece goods, grey . . . . .	—	—	—	—	—	50	47,63	39,05	32,02	33,56
" white . . . . .	—	—	—	—	—	11	15,94	15,30	12,68	12,33
" coloured . . . . .	—	—	—	—	—	11	17,75	16,07	9,91	13,98
Other goods . . . . .	—	—	—	—	—	13	2,33	1,72	1,29	1,31
Drugs, medicines, and narcotics . . . . .	—	—	—	—	—	2,48	2,47	2,56	2,85	2,70
Dyeing and tanning materials . . . . .	—	—	—	—	—	2,21	2,99	2,77	3,14	3,05
Glass and glassware . . . . .	—	—	—	—	—	2,33	2,64	2,87	2,07	2,28
Hardware and cutlery . . . . .	—	—	—	—	—	5,43	5,25	5,71	5,37	5,30
Metals:										
Copper . . . . .	—	—	—	—	—	2,62	5,96	3,95	4,71	3,95
Iron and steel . . . . .	—	—	—	—	—	1,85	2,87	2,92	2,98	2,49
Silver . . . . .	—	—	—	—	—	25,38	23,83	22,85	30,51	24,84
Tin . . . . .	—	—	—	—	—	1,16	1,07	1,00	83	69
Other metals . . . . .	—	—	—	—	—	3,39	1,73	1,63	2,11	2,02
Oils: Petroleum . . . . .	11,75	11,18	12,64	12,32	16,14	19,70	31,79	31,38	36,56	33,03
Paints and colours . . . . .	—	—	—	—	—	1,11	1,30	1,31	1,21	1,32
Paper . . . . .	—	—	—	—	—	1,38	1,83	1,81	1,39	1,66
Provisions . . . . .	—	—	—	—	—	4,08	7,43	6,61	7,42	6,26
Silk, raw and manufactured . . . . .	—	—	—	—	—	9,28	10,88	9,42	7,38	7,76
Spices . . . . .	—	—	—	—	—	2,86	2,49	2,56	3,17	3,33
Stationery . . . . .	—	—	—	—	—	1,10	1,09	1,17	91	92
Sugar . . . . .	—	—	—	—	—	8,72	11,35	11,38	14,83	15,30
Tea . . . . .	—	—	—	—	—	2,70	1,08	2,16	85	70
Umbrellas . . . . .	—	—	—	—	—	1,23	1,22	1,12	1,13	80
Wood and timber . . . . .	—	—	—	—	—	79	1,12	94	87	60
Woollen goods . . . . .	—	—	—	—	—	6,72	6,08	7,28	4,35	6,01
Imports by post . . . . .	1	1	1	1	1	1,08	1,15	1,10	1,11	1,29
All other articles . . . . .	2	3	3	2	18	17,36	17,97	17,72	18,10	17,63
<b>TOTAL</b> . . . . .	54,24	57,97	58,23	59,45	61,64	1,80,92	2,97,87	2,72,54	2,67,68	2,63,50
<b>EXPORTS (GROSS REVENUE)</b>										
Rice and rice-flour . . . . .	41,10	54,53	46,75	39,27	40,44	55,28	53,39	42,06	35,33	62,68
<b>TOTAL GROSS REVENUE</b> . . . . .	95,34	1,12,50	1,04,98	98,72	1,02,08	2,36,20	3,51,26	3,14,60	3,03,01	3,26,18
<b>TOTAL NET REVENUE</b> . . . . .	92,90	1,09,52	1,01,70	96,01	99,08	2,30,60	3,43,09	3,05,83	2,96,88	3,19,96
<b>Provincial distribution of Net Customs Revenue</b>										
Bengal . . . . .	17,67	18,94	19,89	21,37	21,67	50,64	1,13,87	1,01,72	94,43	98,49
{ Import . . . . .	8,39	11,75	12,39	11,00	10,12	11,10	13,76	8,45	6,08	12,73
{ Export . . . . .	14,03	16,00	15,68	16,31	18,80	86,57	1,11,22	1,07,15	1,05,96	1,00,79
Bombay . . . . .	1,34	1,22	93	1,51	1,30	2,46	1,97	1,93	2,05	2,63
{ Import . . . . .	4,60	5,41	5,07	4,67	4,92	9,70	16,53	17,22	16,95	15,89
{ Export . . . . .	45	59	52	57	40	53	48	38	53	1,10
Madras . . . . .	8,18	9,22	8,53	8,00	8,06	16,82	26,75	20,27	24,27	20,71
{ Import . . . . .	5,09	3,38	2,73	3,19	3,65	5,18	3,48	6,23	7,95	3,50
{ Export . . . . .	8,16	6,93	7,28	7,43	6,30	12,80	22,47	18,67	20,87	23,20
Burma . . . . .	24,99	36,08	28,68	21,96	23,86	34,80	32,56	23,81	17,79	40,92



GOVERNMENT OF INDIA.  
FOREIGN DEPARTMENT.

STATISTICS OF THE TRADE OF INDIA WITH RUSSIAN AND CHINESE TURKISTAN  
AND TIBET, FOR THE YEAR ENDED 31st MARCH 1898.

No. 461, dated Leh, the 17th September 1898.

From—CAPTAIN G. CHENEVIX TRENCH, Assistant to the Resident in Kashmir  
for Leh, Ladakh,

To—The Resident in Kashmir.

I have the honour to forward herewith, for favour of transmission to the Government of India, the statistics of the trade of India with Chinese and Russian Turkistan, and Tibet for the year ending 31st March 1898.

The total value of trade which passed through Leh during the year under report amounts to Rs 42,02,640-15, against Rs 59,30,142-8-6 in the previous year. A decrease of Rs 17,27,501-9-6.

The subjoined table gives the figures for the past ten years. There has been a rapid decline in the last two years :—

Years.	Import.	Export.	TOTAL.
1888-89 . . .	13,53,845 0 0	12,12,030 0 0	25,65,875 0 0
1889-90 . . .	16,00,580 0 0	15,13,626 0 0	31,14,206 0 0
1890-91 . . .	15,25,483 0 0	14,40,906 0 0	29,66,389 0 0
1891-92 . . .	15,65,278 0 0	14,47,840 0 0	30,13,118 0 0
1892-93 . . .	17,95,141 0 0	15,91,544 0 0	33,86,685 0 0
1893-94 . . .	21,54,252 0 0	18,37,375 0 0	39,91,627 0 0
1894-95 . . .	31,65,218 4 0	28,50,102 12 0	60,15,321 0 0
1895-96 . . .	33,10,751 10 0	28,95,426 2 0	62,16,177 12 0
1896-97 . . .	31,00,098 0 0	28,30,044 8 0	59,30,142 8 0
1897-98 . . .	22,39,262 1 6	19,63,378 13 6	42,02,640 15 0
TOTAL . . .	2,18,19,908 15 6	1,95,82,273 3 6	4,14,02,182 3 0
AVERAGE . . .	21,81,990 1 6	19,58,227 1 1	41,40,218 3 6

The schedule below gives the value and direction of the trade for the past two years between India, Chinese Turkistan, and Tibet :—

Year.	India.	Chinese Turkistan.	Tibet.	TOTAL.
Import from { 1896-97 . . .	17,69,143 10 0	11,72,697 6 0	1,58,257 0 0	31,00,098 0 0
{ 1897-98 . . .	14,44,008 12 0	6,47,947 5 6	1,47,306 0 0	22,39,262 1 6
Export to { 1896-97 . . .	12,84,362 12 6	14,35,667 2 0	1,10,014 10 0	28,30,044 8 6
{ 1897-98 . . .	7,66,618 13 6	11,10,723 0 0	86,037 0 0	19,63,378 13 6

*Exports and Imports.*

During the year under report the total value of the imports amounted to Rs 22,39,262-1-6, as against Rs 31,00,098, and the exports to Rs 19,63,378-13-6 as against Rs 28,30,044-8-6.

*Piece goods.*

The total exports to Turkistan of English goods amounted to Rs. 16,750, and that of Indian Manufactured Cotton Rs. 21,645.

There was a decrease of Rs. 13,437-8 in the value of the trade in European Manufactured Cotton as compared with last year.

*Drugs and Medicines.*

The number of maunds of charas imported was 4,020 maunds 16 seers as against 4,663 maunds 22 seers. Decrease of 643 maunds 6 seers.

The import figures of charas for the last five years in rupees are as follows :—

	R	a.	p.
1893-94 . . . . .	2,18,886	0	0
1894-95 . . . . .	2,49,105	0	0
1895-96 . . . . .	3,66,368	10	0
1896-97 . . . . .	3,03,150	12	0
1897-98 . . . . .	2,21,122	5	6

The decrease in the last two years is most marked.

*Dying material.*

The indigo trade to Yarkand shows a large increase of Rs. 41,480 which is satisfactory when everything else is on the decline.

The figures for the past four years are as follows :—

	R
1894-95 . . . . .	44,280
1895-96 . . . . .	88,275
1896-97 . . . . .	27,160
1897-98 . . . . .	68,640

*Hides and skins.*

The value of the trade in skins shows a decrease of Rs. 9,088 from that of the previous year.

The past four years' figures are quoted below :—

	R
1894-95 . . . . .	64,298
1895-96 . . . . .	70,582
1896-97 . . . . .	61,980
1897-98 . . . . .	52,892

*Leather.*

A satisfactory increase of Rs. 98,665 is shown in the value of manufactured leather this year.

The following are the tables for the last two years :—

	R
1896-97 . . . . .	62,195
1897-98 . . . . .	1,60,860

*Carpets and Namdas.*

The trade under the head of Namdas shows a slight increase, owing to great demand in Kashmir, as compared with last year's report, and a decrease of Rs. 1,020 in carpets. Taking both commodities together there is a small increase in the figures for the present year.

The following are the figures for the past five years :—

	Carpets. R	Namdas. R
1893-94 . . . . .	3,075	20,505
1894-95 . . . . .	5,070	29,748
1895-96 . . . . .	4,365	27,844
1896-97 . . . . .	9,420	23,550
1897-98 . . . . .	8,400	27,375



*Precious metals.*

The amount of both the articles, gold and silver, imported in the year under report shows a very large decrease :—

	<i>R</i>	<i>a.</i>	<i>p.</i>
On silver . . . . .	3,63,935	0	0
On gold . . . . .	1,00,277	8	0

The figures under the above headings for the past five years are as follows :—

	Gold.			Silver.		
	<i>R</i>	<i>a.</i>	<i>p.</i>	<i>R</i>		
1893-94 . . . . .	2,66,686	0	0	2,92,158		
1894-95 . . . . .	3,56,702	0	0	6,78,331		
1895-96 . . . . .	3,25,925	0	0	6,17,524		
1896-97 . . . . .	3,48,339	0	0	5,82,347		
1897-98 . . . . .	2,48,161	8	0	2,18,412		

*Opium.*

Fifteen maunds of opium to the value of about R4,500 was brought up this year by certain Hindu traders to be exported to Turkistan.

*Silk, raw.*

Silk, raw, to the value of R15,570 was imported during the year, as against R34,050 worth imported in the previous year. Decrease of R18,480.

*Spices.*

The trade under this head shows a decrease of R36,530.

The figures for the past five years are as follows :—

	<i>R</i>
1893-94 . . . . .	26,005
1894-95 . . . . .	35,805
1895-96 . . . . .	36,225
1896-97 . . . . .	58,590
1897-98 . . . . .	22,060

*Precious stones.*

Turquoises and Coral.

Dealings under the head of Turquoises show an increase of R4,531 on those of the previous year, while the trade in imported Corals shows a decrease of R29,965, as compared with last year's report.

The figures for the last ten years are attached :—

	<i>R</i>
1888-89 . . . . .	11,232
1889-90 . . . . .	35,170
1890-91 . . . . .	45,532
1891-92 . . . . .	56,286
1892-93 . . . . .	56,288
1893-94 . . . . .	1,47,030
1894-95 . . . . .	2,43,262
1895-96 . . . . .	2,48,045
1896-97 . . . . .	1,86,405
1897-98 . . . . .	1,56,440

*Indian Tea.*

The trade in India tea imported this year shows a decrease of Rs 31,085 from that of the previous year, due to the Russian traders, who are the chief dealers, not coming to Ladakh on account of plague prohibition.

The figures for the last ten years are as subjoined :—

	R
1888-89 . . . . .	9,160
1889-90 . . . . .	51,762
1890-91 . . . . .	32,947
1891-92 . . . . .	37,220
1892-93 . . . . .	39,060
1893-94 . . . . .	45,700
1894-95 . . . . .	57,280
1895-96 . . . . .	72,315
1896-97 . . . . .	73,025
1897-98 . . . . .	43,180

*China Tea.*

This is green leaf tea, imported *via* Bombay or Calcutta. Shows a decrease of Rs16.

The figures are as follows :—

[illegible]

*Lhasa brick tea.*—The trade under this head has slightly decreased as compared with last year.

The figures for the last ten years are as follows :—

	R
1888-89 . . . . .	1,02,600
1889-90 . . . . .	62,580
1890-91 . . . . .	24,640
1891-92 . . . . .	46,980
1892-93 . . . . .	39,285
1893-94 . . . . .	18,447
1894-95 . . . . .	45,448
1895-96 . . . . .	22,320
1896-97 . . . . .	21,881
1897-98 . . . . .	20,100



*Wool.*

Unmanufactured. The trade under this head in the year under report shows a decrease of R18,754 on that of the previous year.

The manufactured woollen goods shows also a decrease of R11,660.

The value of the above goods imported during the year under report was R2,272-8-0 as against R3,438-8-0 in the previous year.

*Miscellaneous.*

The trade under this head shows a decrease of R1,980.

The total amount of the miscellaneous imports is R35,088 against R37,068.

*General Remarks.*

In 1896 when reporting on the trade of 1895, I was able to write most favourably on its rapid increase. Improved roads, increased interest, had materially raised the figures each successive year.

2. In the trade there was profit to our home manufacturers, profit to our Indian manufacturers and the means of a cash revenue to the Kashmir State.

3. This year in reporting on last year's trade, I regret to have to state that on the total value of the trade, and in almost every article of import and export there has been a heavy decrease.

4. From all appearance the Indian Yarkand trade is suffering from a rapid decline.

5. In view then of the future uncertainty of our trade with Chinese Turkistan, and the chance that the "open door" in that quarter may not always be as open as now, it is our duty to look for fresh fields.

6. In my opinion this is to be found in the direction of Tibet. A commercial invasion of that mystic country, with the rich provinces of Szo Chau Kansi and Shensi in China as objective, would I believe be profitable.

7. There are already some hopeful signs. The peasantry of Tibet are gradually losing their suspicious dislike of the trader from India. Between Ladakh and Tibet trade is busy to the few who are allowed to cross the border, and I am being constantly asked whether the wool trade used in carpet manufacture, etc., could not be increased.

8. Surely there is much to advocate a policy which should carry trade to South China, and I hope this trade report will at any rate be the means of drawing attention to Tibet and its possible use as a trade market.

## Ladakh Trade Return for the year ending 31st March 1898.

Articles.	IMPORT FROM INDIA.				TOTAL.		IMPORT FROM TURKISTAN.		IMPORT FROM CHANG THANG.		GRAND TOTAL.		REMARKS.
	Via LAHORE.		Via KASHMIR.		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	
	Quantity.	Value.	Quantity.	Value.									
1. Cotton Manufactured—	Mds. S. Ch.	R a. p.	Mds. S. Ch.	R a. p.	Mds. S. Ch.	R a. p.	Mds. S. Ch.	R a. p.	Mds. S. Ch.	R a. p.	Mds. S. Ch.	R a. p.	
(a) European . . .	2,273 0 0	2,84,125 0 0	2,160 0 0	2,70,000 0 0	4,433 0 0	5,54,125 0 0	...	...	...	...	4,433 0 0	5,54,125 0 0	
(b) India . . .	331 0 0	21,515 0 0	103 0 0	6,695 0 0	434 0 0	28,210 0 0	81 0 0	5,265 0 0	...	...	515 0 0	33,475 0 0	
2. Drugs and Medicines—													
(a) Charas . . .	...	...	...	...	...	...	4,020 16 4	2,21,122 5 6	...	...	4,020 16 4	2,21,122 5 6	
(b) Miscellaneous . . .	353 0 0	14,520 0 0	260 0 0	10,404 0 0	623 0 0	24,924 0 0	...	...	1 0 0	40 0 0	624 0 0	24,964 0 0	
3. Dyeing materials—													
(a) Indigo . . .	84 0 0	10,080 0 0	488 0 0	58,560 0 0	572 0 0	68,640 0 0	...	...	...	...	572 0 0	68,640 0 0	
(b) Miscellaneous . . .	12 0 0	3,600 0 0	45 10 0	13,568 12 0	57 10 0	17,168 12 0	...	...	...	...	57 10 0	17,168 12 0	
4. Hides and Skins—													
(a) Other Skins . . .	1,120 pieces	4,480 0 0	12,103 pieces	48,412 0 0	13,223 0 0	52,892 0 0	...	...	...	...	13,223 0 0	52,892 0 0	
(b) Miscellaneous . . .	300 0 0	300 0 0	2,590 0 0	2,590 0 0	2,890 pieces	2,890 0 0	27 pieces	27 0 0	5,156 0 0	5,156 0 0	8,073 0 0	8,073 0 0	
5. Leather—													
(a) Unmanufactured . . .	...	...	4,590 scores	1,60,650 0 0	4,590 0 0	1,60,650 0 0	...	...	6 scores	210 0 0	4,596 0 0	1,60,860 0 0	
(b) Manufactured . . .	274 pieces	274 0 0	3,022 pieces	3,022 0 0	3,296 pieces	3,296 0 0	...	...	...	...	3,296 0 0	3,296 0 0	
6. Carpets and Namdas—													
(a) Carpets . . .	25 0 0	375 0 0	...	...	25 0 0	375 0 0	535 0 0	8,025 0 0	...	...	560 0 0	8,400 0 0	
(b) Namdas . . .	...	...	...	...	...	...	10,950 0 0	27,375 0 0	...	...	10,950 0 0	27,375 0 0	
7. Precious Metals—													
(a) Gold . . .	...	...	...	...	...	...	158 0 0	4,464 0 0	...	...	158 0 0	4,464 0 0	
(b) Gold dust . . .	...	...	807 tolas	18,157 8 0	807 tolas	18,157 8 0	9,112 tolas	2,05,020 0 0	972 tolas	20,520 0 0	10,891 0 0	2,43,697 8 0	
(c) Silver coin . . .	7,225 0 0	7,225 0 0	53,990 0 0	53,990 0 0	61,215 0 0	61,215 0 0	1,19,058 0 0	1,19,058 0 0	22,014 0 0	22,014 0 0	2,02,287 0 0	2,02,287 0 0	
(d) Silver Yambus . . .	...	...	2 0 0	250 0 0	2 0 0	250 0 0	127 0 0	15,875 0 0	...	...	129 0 0	16,125 0 0	
(e) Miscellaneous . . .	175 0 0	6,125 0 9	337 0 0	11,445 0 0	502 0 0	17,570 0 0	...	...	...	...	502 0 0	17,570 0 0	
8. Opium . . .	...	...	15 0 0	4,500 0 0	15 0 0	4,500 0 0	...	...	...	...	15 0 0	4,500 0 0	
9. Saltpetre . . .	...	...	...	...	...	...	...	...	...	...	...	...	
10. (1) Silk, raw . . .	...	...	2 0 0	600 0 0	2 0 0	600 0 0	49 36 0	14,970 0 0	...	...	51 36 0	15,570 0 0	
(2) Manufactured . . .	...	...	...	...	...	...	294 0 0	1,176 0 0	...	...	294 0 0	1,176 0 0	



(a) Brocade of Benares	378	0	0	7,560	0	0	15,940	0	0	1,175	0	0	23,500	0	0
(b) Brocade of Sarat	450	0	0	11,250	0	0	48,400	0	0	2,386	0	0	59,050	0	0
(c) Velvet	4,743	0	0	9,486	0	0	17,884	0	0	13,685	0	0	27,370	0	0
(d) Satin Twar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
(e) Atlas Satin	1,020	0	0	1,020	0	0	5,346	0	0	6,366	0	0	6,366	0	0
(f) Brocade, European	1,064	0	0	1,596	0	0	9,120	0	0	7,144	0	0	10,716	0	0
(g) Miscellaneous	3,223	0	0	6,446	0	0	17,236	0	0	11,836	0	0	23,672	0	0
11. Spices	680	Maunds		13,600	0	0	423	Maunds		1,103	0	0	22,060	0	0
12. Precious stones—															
(a) Coral	35,580	0	0	35,580	0	0	1,20,860	0	0	1,56,440	0	0	1,56,440	0	0
(b) Turquoises and precious stones	256	0	0	256	0	0	4,520	0	0	4,776	0	0	33,036	0	0
13. Sugar—															
(a) Refined	307	0	0	7,675	0	0	3,900	0	0	463	0	0	11,575	0	0
(b) Unrefined	57	0	0	969	0	0	1,564	0	0	149	0	0	2,533	0	0
14. Tea—															
(a) Indian	1,584	0	0	31,680	0	0	11,500	0	0	2,159	0	0	43,180	0	0
(b) China & India	24	0	0	2,640	0	0	5,720	0	0	76	0	0	8,360	0	0
(c) Lhasa brick tea	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Wool—															
(a) Unmanufactured	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
(b) Manufactured	300	0	0	150	0	0	922	8	0	2,145	0	0	1,072	8	0
(c) Shawl and shawl stuff	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
(1) Pashm	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
(2) Pashmina	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
(3) Miscellaneous	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Miscellaneous	212	0	0	1,696	0	0	23,704	0	0	3,175	0	0	25,400	0	0
6,102 Maunds	4,84,223	0	0	7,661	10	0	9,54,785	12	0	13,763	10	0	1,44,008	12	0
2,547 Pieces	...	...	...	20,448	Pieces	...	...	...	...	22,995	0	0	...	...	...
43,061	0	0	...	807	Tolas	...	...	...	...	807	0	0	...	...	...
16,350 Yards	...	...	...	1,60,170	0	0	...	...	...	2,03,233	0	0	...	...	...
...	...	...	...	30,826	Yards	...	...	...	...	41,176	0	0	...	...	...
...	...	...	...	75	Pairs	...	...	...	...	75	Pairs	...	...	...	...
...	...	...	...	23,790	Scores	...	...	...	...	23,790	0	0	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

G. C. TRENCH, Captain,  
Assistant to the Resident in Kashmir for Leh.

## Ladakh Trade Return for the year ending 31st March 1898—continued.

Articles.	EXPORT TO INDIA.				TOTAL.		EXPORT TO TURKISTAN.		EXPORT TO CHANG THANG.		GRAND TOTAL.		REMARKS.
	Via LAHORE.		Via KASHMIR.		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	
	Quantity.	Value.	Quantity.	Value.									
1. Cotton manufactured—	Mds. S. Ch.	R a. p.	Mds. S. Ch.	R a. p.	Mds. S. Ch.	R a. p.	Mds. S. Ch.	R a. p.	Mds. S. Ch.	R a. p.	Mds. S. Ch.	R a. p.	
(a) European . . .	...	...	139 0 0	17,375 0 0	139 0 0	17,375 0 0	3,982 0 0	4,97,750 0 0	13 0 0	1,625 0 0	4,134 0 0	5,16,750 0 0	
(b) India . . .	...	...	5 0 0	325 0 0	5 0 0	325 0 0	245 0 0	15,925 0 0	83 0 0	5,395 0 0	333 0 0	21,645 0 0	
2. Drugs and medicines—													
(a) Charas . . .	2,101 11 0	1,15,570 2 0	1,019 5 4	1,05,552 3 6	4,020 16 4	2,21,122 5 6	...	...	...	...	4,020 16 4	2,21,122 5 6	
(b) Miscellaneous . . .	...	...	...	...	...	...	561 0 0	20,040 0 0	55 0 0	2,200 0 0	556 0 0	22,240 0 0	
3. Dyeing materials—													
(a) Indigo . . .	...	...	...	...	...	...	516 0 0	61,920 0 0	...	...	516 0 0	61,920 0 0	
(b) Miscellaneous . . .	...	...	...	...	...	...	51 20 0	14,162 8 0	...	...	51 20 0	14,162 8 0	
4. Hides and skins—													
(a) Other skins . . .	...	...	...	...	...	...	13,223 0 0	52,892 0 0	...	...	13,223 0 0	52,892 0 0	
(b) Miscellaneous . . .	953 pieces	953 0 0	2,028 0 0	3,001 0 0	3,001 0 0	3,001 0 0	2,621 0 0	2,621 0 0	200 0 0	200 0 0	582 0 0	5,822 0 0	
5. Leather—													
(a) Unmanufactured . . .	...	...	...	...	...	...	4,521 0 0	1,58,235 0 0	8 0 0	280 0 0	4,529 0 0	1,58,515 0 0	
(b) Manufactured . . .	...	...	...	...	...	...	83 0 0	83 0 0	...	...	83 0 0	83 0 0	
6. Carpets and Namdas—													
(a) Carpets . . .	16 0 0	240 0 0	179 0 0	2,685 0 0	195 0 0	2,925 0 0	...	...	60 0 0	900 0 0	255 0 0	3,825 0 0	
(b) Namdas . . .	621 0 0	1,552 8 0	9,314 0 0	23,285 0 0	9,935 0 0	24,837 8 0	...	...	90 0 0	225 0 0	10,025 0 0	25,062 8 0	
7. Precious metals—													
(a) Gold . . .	...	...	159 0 0	1,272 0 0	159 0 0	1,272 0 0	...	...	...	...	159 0 0	1,272 0 0	
(b) Gold dust . . .	522 0 0	11,745 0 0	9,325 0 0	2,09,812 8 0	9,847 0 0	2,21,557 8 0	...	...	34 0 0	765 0 0	9,881 0 0	2,22,322 8 0	
(c) Silver coin . . .	12,266 0 0	12,266 0 0	1,70,087 0 0	1,70,087 0 0	1,82,353 0 0	1,82,353 0 0	3,340 0 0	3,340 0 0	15,799 0 0	15,799 0 0	2,01,492 0 0	2,01,492 0 0	
(d) Silver Yambus . . .	6 0 0	750 0 0	62 0 0	7,750 0 0	68 0 0	8,500 0 0	20 0 0	2,500 0 0	77 0 0	9,695 0 0	165 0 0	20,625 0 0	
(e) Miscellaneous . . .	...	...	43 0 0	1,595 0 0	43 0 0	1,595 0 0	28 20 0	822 8 0	3 0 0	105 0 0	69 20 0	2,432 8 0	
8. Opium . . .	...	...	...	...	...	...	15 0 0	4,500 0 0	...	...	15 0 0	4,500 0 0	
9. Saltpetre . . .	...	...	...	...	...	...	...	...	...	...	...	...	
10. (1) Silk, raw . . .	...	...	51 0 0	15,300 0 0	51 0 0	15,300 0 0	...	...	...	...	51 0 0	15,300 0 0	
(2) Manufactured . . .	...	...	235 0 0	940 0 0	235 0 0	940 0 0	...	...	...	...	235 0 0	940 0 0	
(3) Brocade of Benares . . .	...	...	...	...	...	...	1,044 0 0	20,880 0 0	70 0 0	1,400 0 0	1,114 0 0	22,380 0 0	





### Report on the trade between India and Chinese Turkistan, for the year ending the 31st March 1898.

(1) There is no means of obtaining locally any reliable statistical information regarding our Central Asian trade. Once goods arrive in Yarkand from Ladakh, the greater portion is expedited to the different commercial centres of Khotan, Kashgar, Maralbashi, Aksu, etc., and no official record is kept by the Chinese Authorities of the quantity, and nature, of the wares thus distributed. With the assistance, however, of our traders, the two annexed tables have been prepared. The one contains information regarding the proportional demand for Indian goods in the principal cities of Chinese Turkistan, and the other gives information regarding the proportional supply goods from these same centres for export to Ladakh, whilst the notes in the "Remark column" deal with the present and prospective state of the market for the goods.

(2) It is not here intended to make an accurate comparison of the trade of the year under report, with that of the previous. But, generally, it may be said that there has been a falling off in the imports as well as in the exports. The diminution in the former was not unexpected by the merchants, in view of the market having, in the spring of 1895, been over-stocked with Indian goods and of the consequent low prices. Another cause of the decrease may apparently be traced to the uncertainty of the Indian charas market: it is a well established fact that there is nothing that so depresses import trade as when charas sells badly in the Punjab. Charas being the chief export from Turkistan, to the same uncertainty may be ascribed the cause of the fall in the exports.

(3) Although there appears to have been a diminution of trade during 1897-98, yet there is no reason to anticipate that its injurious effects will be of a permanent nature. The capital invested, has, in no way, diminished; and the number of our traders has remained practically the same as during the previous year. The profits realized are estimated at  $12\frac{1}{2}$  per cent. per annum by the Hindus; and this, taking into account the fact that most of them trade with borrowed money on which interest varying from 6 to 9 per cent. is charged. The profits made by Mohamadans is said to be higher. This dividend of  $12\frac{1}{2}$  per cent. would appear to have been fairly well maintained during the last five years. Previous to this period, the profits were more considerable, amounting at times to 25 per cent. But despite this diminution, the market for Indian goods has grown in firmness. During the eighteen years of peace which the natives of Kashgaria have uninterruptedly enjoyed under the Chinese rules there can be no doubt that the wealth of the country has increased, and with it, the improved purchasing power of the people. With time, too, Indian goods have become known, and, unlike the epoch when our Central Asian trade was in its infancy, they now find their way not only to the whole of the Alta Shahr (literally, six cities, *vis.*, Khotan, Kargalik, Yarkand, Yangi Hissar, Kashgar and Maralbashi), but also to the Aksu District. The present attitude of the Chinese local authorities with respect to the Indo-Turkistan trade ought perhaps to be described as one of friendliness, a proof of which they have recently given in the re-opening of the Kugiar and Sanju roads.

(4) The demand for goods from India for the year under report (especially during the latter portion of it) has been very fair; other skins, brocades, velvet, broad-cloth and coral selling at present exceptionally well. It is regrettable to notice that the things for which the market is good are generally not of English manufacture. The brocades are from Benares or from Lyons. The velvet and broad-cloth are "made in Germany."

(5) A few facts regarding the position which Indian trade now occupies in relation to its Russian rival cannot fail to be of interest.

The demand for Russian goods is without doubt ever increasing. Cotton prints of Moscow manufacture, as cheap as they are varied and pretty, are very largely imported. The bazaars of every town are over-stocked with them, as well



as with a multitude of other articles, amongst the most important of which may be mentioned lamps, candles, soap, petroleum, honey, sugar, sweetmeats, porcelain cups, tumblers, enamelled iron plates, matches, knives and silks. These articles, with few exceptions, could, but for the competition, be supplied from India. But we have gradually had to relinquish our position in favour of Russia, until at last our trade has had to confine itself chiefly to articles of which we are the sole producers, and in which there is no competition. This general rule has a few exceptions, the most important, as well as the most unexpected, of which is the English cotton goods.

(6) The inequality of circumstances under which Russian and Indian trades in this commodity are carried on is most marked ; and, needless to add, largely preponderates in favour of Russia. Owing to the quickness with which goods from Moscow can be exported to Kashgar *via* trade routes which are practically open at all seasons, a Russian merchant can turn over his capital at least twice in the course of a year. Transport is moreover astonishingly cheap. Moscow goods are expedited to Kashgar by two different roads, the one *via* Kazan, Semipolatsk and Vernoi, and the other *via* Transcaspia and Osh. The charges of the carrying company (Comptoir) at Vernoi are roubles 3 per pood (36 lbs.) from Moscow to that town. The carriage for the remaining distance to Kashgar is effected by means of camels, and cost 50 copeks for the same weight. The transport *via* the southern route is largely in the hands of another carrying company established at Samarkand, whose charges are roubles 2-60 copeks per pood from Moscow to Samarkand. The freightage thence by cart to Osh costs about 40 copeks per pood, whilst for the remaining distance to Kashgar, which is effected by means of ponies carrying at least 288 lbs., the expenses of transport amount to 80 copeks. The average cost per pood, or 0.44 maund, from Moscow to Kashgar is therefore roubles 3.65 copeks or R5 (supposing the rouble = 25d., and the rupees 16d.). A reduction in this freightage is anticipated, consequent on the opening to merchandise transport of the Samarkand-Andijan Railway, which will certainly take place during the current year. The average bounty given by the Russian Government on the export of different sort of cotton goods amounts to roubles 3.70 copeks which sum is more than sufficient to cover the costs of transport. In the near future, a further stimulus will probably be given to the Russian chintz trade by the encouragement which has systematically been afforded to the growth of cotton in the Caucasus and in Turkistan. The cotton yearly produced in the latter province is said to amount to over four million poods. The yield in the Ferghana District, which is appraised at 18 million roubles per year, is such as to have considerably increased the value of land, the cost of which in the surroundings of Margillan is estimated at roubles 300 per desiatine (113,067 square yards).

(7) Now, under these most favourable circumstances for Russian trade, it is a curious fact that English cotton goods still sustain a competition. Can we claim superiority for these goods? There is not the slightest reason for thinking so. One would rather believe that amongst our exports, some of the most worthless cottons from the bazaars of India find their way to Yarkand. The same cottons sell, by reason of their exceeding cheapness, and are disposed of with little or no profit. Why are they then imported? Because of their value as a medium of exchange for charas, the chief article of export to India. Suppose a trader had purchased in Yarkand some charas, and had paid for it R100 in cash, and another trader had brought chintz, etc., with him from India which, plus carriage, had cost him the same amount. Even if the latter could not dispose of his prints, by taking payment in money, so as to cover his outlay, he would still make a better bargain for charas in using his goods as a medium of exchange, than could the first trader who had only money to offer. Hence the tenacity of the English cotton goods. If the above proposition needs a proof, it will be found in the fact that, with very few exceptions, the exporters of cotton-prints are our Hindus, and only such of our Muhammadan merchants as are engaged in the charas trade; whilst the other traders, Afghans and Badakhshis who abstain from traffic in that drug, seldom export cotton goods from India.

The inequality of circumstances under which Russian and Indian trades are carried on in Kashgaria.

British cotton goods. Their value as a medium of exchange for charas.

(8) The trade between India and Russian Turkistan, carried on through Kashgar, merits at the best of times but little attention. This may especially be said to be the case with reference to the year 1897-98, when quarantine regulations on the Ferghana border have almost stopped the little communication there is. The Russian exports which go to Ladakh and Kashmir are very scarce, consisting merely of a few pieces of cloth known as shaitantari. The only goods from India which have, during the year under report, been sent to Ferghana in any quantity are coral, for which the market is invariably good. It is estimated that one-third of the amount of this commodity received from India are for consumption in Ferghana. As the duty is extremely high (roubles 180 per pood) doubtless the Russian customs find it extremely remunerative whenever they can levy it; there is no article in which contraband trade is so developed as in coral. It is estimated that fully one-half of the quantity imported into Russian territory is smuggled. The importation of English muslin is absolutely prohibited, but as this commodity is much liked, it also forms an item in contraband trade. Indigo, on which there is no duty, and tea used to be sent *via* Kashgar to Ferghana; but for the last two years their import has ceased, owing, it is said, to their having now followed, from India, the road *via* Persia, to Russian Turkistan. The cause of this deviation in favour of a circuitous route ought to be an interesting subject for investigation.

(9) A few samples of piece-goods of Russian, French, German, etc., manufacture, collected in the Yarkand Bazaar, are forwarded with this report, together with a list containing some particulars regarding prices, etc. (see Tables C and D).

YARKAND;

The 31st March 1898.

GEORGE MACARTNEY, *Special Assistant*

*for Chinese Affairs to the*

*Resident in Kashmir.*



Showing the imports from India, *via* Ladakh, and their proportional consumption in different parts of Chinese Turkistan, during the year 1897-98:

**Table A.**  
*Showing the imports from India, via Ladakh, and their proportional consumption in different parts of Chinese Turkistan, during the year 1897-98.*

Description of goods.	PROPORTIONAL CONSUMPTION IN PERCENTAGE.				SALEABILITY IN THE YARKAND MARKET IN MARCH 1898.		REMARKS.
	Yarkand District.	Khotan District.	Aksu District.	Kashgar District.	Profit.	Loss.	
1. Cotton (manufactured)— (a) European — Long cloth (lutta or khasa)	15	60	20	5	Per cent. 20	Per cent. ...	This material is selling well and is also largely used as a medium of exchange for charas. Present quantity in the Yarkand bazaar rather small. A sort of long cloth known as Mitkan khasa (see sample No. 56 of Table marked C) is largely imported from Russia and competes against the English long cloth.
Muslin . . .	12	40	24	24	...	5	Market dull, and material can only sell at a profit when disposed of in exchange for charas. Since the restoration of the Chinese rule in Kashgaria, white muslin <i>puguris</i> (an essentially Mohammedan headgear) have been gradually going out of fashion, especially amongst the lower classes, who have taken to wearing caps. The entry into Russian Turkistan of English muslins has, for the last three years, been prohibited. No Russian competition.
Nainu and Sainu gauze .	20	25	15	40	...	10	The supply for the year 1896-97 is not yet exhausted. Certain descriptions of Russian chintz (see Table C, samples Nos. 25, 26 and 30) compete against these goods.
Cotton prints (chintz) and "alwan."	35	50	10	5	Part		About 35 per cent. of the 1896-97 stock is still left. Russian competition extremely severe.
Dhoti . . .	10	20	50	20	10	...	No competition. Out of the last two years' stock about 40 per cent. still unsold.
Handkerchiefs . . .	20	10	20	50	12	...	Handkerchiefs are also slightly imported from Russia. About 25 per cent. of the present year's stock still remaining.



(b) Indian— Lungs	.	.	.	10	30	30	10	...
2. Drugs and Medicines— Kashmir opium	.	.	.	...	...	...	...	...
Medicines	.	.	.	20	40	20	25	...
3. Dyeing Materials— Indigo	.	.	.	9	26	53	12	...
4. Hides and skins— Other skins	.	.	.	18	2	40	16	...
Goat and fox skins (manu- factured).	.	.	.	16½	25	16½	41½	...
5. Silk (manufactured)— (a) Brocade of Benares	.	.	.	10	10	20	60	...
(b) Brocade of Surat (real)	.	.	.	20	10	20	50	...
(c) Do. do. (imitation)	.	.	.	20	10	20	50	...
(d) Brocades, European	.	.	.	10	10	30	50	...
(e) Velvet	.	.	.	35	5	20	40	...
(f) Atlas (satin)	.	.	.	40	30	10	20	...

No competition. The present year's stock all exhausted. But about 40 per cent. of the 1896-97 stock still remaining. These were of a somewhat superior quality and did not suit the market.

A portion of the opium imported in 1896-97 is still in the market and cannot sell above par value. Little or none was imported during 1897-98.

A sort of medicine known as "Sana" is now selling at 60 per cent. profit. No competition.

The demand has somewhat fallen since April 1897. There is no competition in this article. Previously Mejenia crystals used to be imported from India, but they have been supplanted by Russian dyes.

Market at present specially good.

Since the last six years' goat skins have been cured locally, but the native goods are not much appreciated.

Present market good, and decidedly more active than in April 1897. The "real" and the "imitation" brocades are in equal demand.

The 1897-98 stock almost sold out.

These are French goods and are imported in small quantities. See sample No. 9 of Table D.

Present market decidedly better than in April 1897. Velvets are largely of French and German manufacture (see samples 5, 6 and 7 of Table D). It is estimated that out of the 1897-98 stock, no less than 80 per cent. are foreign goods (an increase of 10 per cent. since last year). In their order of importance, the favourite colours are dark blue, green and dark red. Slight Russian competition.

Over 50 per cent. of this article is of French and German manufacture. Slight Russian and Chinese competition.

Table A—concl'd.

Showing the imports from India, via Ladakh, and their proportional consumption in different parts of Chinese Turkistan, during the year 1897-98—concl'd.

Description of goods.	PROPORTIONAL CONSUMPTION IN PERCENTAGE.				SALEABILITY IN THE YARKAND MARKET IN MARCH 1898.		REMARKS.
	Yarkand District.	Khotan District.	Aksu District.	Kashgar District.	Profit.	Loss.	
					Per cent.	Per cent.	
6. Spices . . . . .	12	60	16	12	30	...	No competition.
7. Coral . . . . .	5½	3½	49	42	15	...	Profits on the large corals are more than on the little ones.
8. Sugar (including sweetmeats) . . . . .	20	80	...	...	20	...	The profits have somewhat fallen since April 1897 owing to severe Russian competition which has driven the Indian article out of the northern markets (Kashgar, Aksu, etc.).
9. Tea (Palampur) . . . . .	8	32	32	28	15	...	The profits have diminished by about 10 per cent. since 1896-97. The Chinese brick tea is gaining in favour.
10. Wool (manufactured)—							
(a) Broad cloth . . . . .	40	20	10	30	15	...	About 70 per cent. of these goods are of foreign, principally German, manufacture. The most favourite colours are black, indigo and green. See samples Nos. 1, 2, 3, and 4 of Table D.
(b) Flannel . . . . .	50	15	15	20	15	...	Generally of very inferior quality and in small demand. Favourite colour: white. See sample No. 8 of Table D which is of Dutch manufacture.

CAMP YARKAND;  
31st March 1898.

GEORGE MACARTNEY,  
Special Assistant for Chinese Affairs to the Resident in Kashmir.



Table B.

Showing the proportional exports from the different parts of Chinese Turkhistan to India via, Ladakh, during the year 1897-98.

Description of goods.	PROPORTIONAL EXPORT IN PERCENTAGE.				ESTIMATED REALISATIONS IN INDIA.		REMARKS.
	Yarkand District.	Khotan District.	Aksu District.	Kashgar District.	Profit.	Loss.	
					Per cent.	Per cent.	
Drugs and medicines—							<p>The profits on charas exported to India during 1897-98 cannot yet well be estimated. It is said, however, that 10 per cent. has been realized on the quantity that has, up to date (March 1898), been disposed of in the Punjab (circa <math>\frac{1}{4}</math> of total export). There are now about 4,000 maunds ready in Yarkand for export during the 1898-99 trading season. Probably an additional amount of 2,000 maunds will be bought up before the departure of the caravans in September. The present Yarkand prices are 40 per cent. less than in March 1897.</p> <p>These are exported to Ladakh and Kashmir as a partial medium for the transfer of capital to India. The Khotan prices have been fairly stationary.</p> <p>The present ratio in Khotan between gold and silver is 1 : 27. It is not expected that silver will be exported this year. This metal is now imported into Kashgar from Russia. The export for the year under report is estimated at Rs. 15,000.</p> <p>Russian roubles have, during 1897-98, been largely remitted (about Rs. 85,000 worth) to Bombay as a forced medium for the transfer of capital. This is a sign of depression in the export trade. The present value of the rouble and the rupee in Yarkand is respectively Tael 6'63 and Tael 0'38.</p> <p>The raw silk exported during 1897-98 realized little or no profit in India. This article will, as a forced medium for the transfer of capital, again be exported during the ensuing trading season.</p> <p>This cloth was for the Ladakh market.</p>
Charas . . . . .	50	...	...	50	...	...	
Carpets and Numdas . . . . .	10	90	...	...	Par	...	
Precious metals—							
Gold . . . . .	26 $\frac{1}{2}$	73 $\frac{1}{2}$	...	...	Par	10	
Silver . . . . .	...	...	...	...	...	...	
Russian Rouble . . . . .	...	...	...	...	Par (generally)	...	
Raw silk . . . . .	32	68	...	...	Par	...	
Wool (Pashm) . . . . .	5 $\frac{1}{2}$	33 $\frac{1}{2}$	...	...	Par	...	
Chikman (red coarse cloth) . . . . .	100	...	50	11	Par	...	
Ponies and Mules . . . . .	15	...	75	10	15	...	

CAMP YARKAND;  
31st March 1898.

GEORGE MACARTNEY,  
Special Assistant for Chinese Affairs to the Resident in Kashmir.

Table C.

List of samples of Russian piece-goods with prices current at Yarkand in March 1898.

No.	Description.	Length in arshine (=28 inches).	Width in arshine (=28 inches).	PRICE IN MOSCOW ON 10 MONTHS' CREDIT.		WHOLESALE PRICE IN YARKAND.		RETAIL PRICE IN YARKAND PER ARSHINE.		RUSSIAN BOUNTY ON ONE POUND (= 36 lbs.)		REMARKS.
				Roubles.	Copecks.	Roubles.	Copecks.	Roubles.	Copecks.	Roubles.	Copecks.	
1	Chintz Zobo-Kob	50	1'12	7	50	9	...	...	20	3	25	Colour much liked.
2	Chintz Jama Bab	60	'90	5	50	7	...	...	13	3	...	There are many other kinds of this sort of chintz, but these are chiefly in demand.
3	Do.	60	'90	5	50	7	...	...	13	3	...	
4	Do.	60	'90	5	50	7	...	...	13	3	...	
5	Do.	60	'90	5	50	7	...	...	13	3	...	
6	Do.	60	'90	5	50	7	...	...	13	3	...	
7	Do.	60	'90	5	50	7	...	...	13	3	...	
8	Do.	60	'90	5	50	7	...	...	13	3	...	
9	Do.	60	'90	5	50	7	...	...	13	3	...	
10	Do.	60	'90	5	50	7	...	...	13	3	...	
11	Do.	60	'90	5	50	7	...	...	13	3	...	
12	Do.	60	'90	5	50	7	...	...	13	3	...	Colour much liked.
13	Do. Gareli	40	'85	3	...	3	20	...	9	3	...	
14	Do.	40	'85	3	...	3	26	...	9	3	...	
15	Do.	40	'85	3	...	3	20	...	9	3	...	
16	Do.	40	'85	3	...	3	20	...	9	3	...	





Table C—concluded.  
List of samples of Russian piece-goods with prices current at Yarkand in March 1898—concl'd.

No.	Description.	Length in inches. (=28 inches.)	Width in inches. (=28 inches.)	PRICE IN MOSCOW ON 10 MONTHS' CREDIT.		WHOLESALE PRICE IN YARKAND.		RETAIL PRICE IN YARKAND PER ARSHINE.		RUSSIAN BOUNTY ON ONE POUND, (= 35 lbs.)		REMARKS.
				Roubles.	Copecks.	Roubles.	Copecks.	Roubles.	Copecks.	Roubles.	Copecks.	
42	1h Satin	57	1 00	12	50	13	50	...	30	3	50	
43	Do.	57	1 00	12	50	13	50	...	30	3	50	
44	Do.	57	1 00	12	50	13	50	...	30	3	50	
45	Do.	57	1 00	12	50	13	50	...	30	3	50	
46	Do.	57	1 00	12	50	13	50	...	30	3	50	
47	Satin, imitation	60	1 00	6	...	6	60	...	12	3	50	
48	Do. do.	60	1 00	6	...	6	60	...	12	3	50	
49	Lambuk	50	1 02	10	...	11	40	...	24	3	50	In great demand.
50	Nim Maghut (half broad-cloth)	62 1/2	75	10	...	1	...	...	19	3	50	
51	Rafiz	62 1/2	95	10	94	13	...	...	24	3	50	
52	Irladan	60	80	7	50	7	50	...	14	3	...	
53	Kamblut	60	75	7	50	9	...	...	16	3	...	
54	Biksun	62 1/2	85	8	75	13	20	...	23	3	...	
55	Chintz Siah	50	108	Not known	...	8	60	...	18	Not known	...	
56	Khasa (long-cloth)	60	90	6	...	6	50	...	11 1/2	3	...	

CAMP YARKAND;  
31st March 1898.

GEORGE MACARTNEY,  
Special Assistant for Chinese Affairs to the Resident in Kashmir.



Table D.  
List of samples of non-English piece-goods imported via Ladakh with prices current at Yarkand in March 1898.

No.	Description.	Length in English yards.	Width in English feet.		Price in Bombay.	Wholesale price in Yarkand.	Retail price at Yarkand per arschine (=28 inches).	REMARKS.
			Feet.	Inch.				
1	Broad cloth (Bántá) German	16½	4	2	25 0 0	45 0 0	3 0 0	Colour much liked.
2	Ditto	16½	3	9	33 0 0	50 0 0	3 0 0	
3	Ditto	16½	3	9	37 4 0	60 0 0	3 2 6	
4	Ditto	16½	3	9	22 11 0	40 0 0	2 2 0	
5	Velvet	26½	1	6	53 8 0	99 0 0	3 0 0	Fairly in demand.
6	Ditto	30½	1	6	53 8 0	95 0 0	2 12 0	
7	Ditto (French)	26½	1	6	59 10 0	99 0 0	3 3 0	Colour much liked.
8	Flannel (Dutch)	50½	2	3	12 8 0	20 0 0	0 6 0	
9	Brocade (French)	32	1	6	32 0 0	45 0 0	1 3 0	

CAMP YARKAND;  
31st March 1898.

GEORGE MACARTNEY,

Special Assistant for Chinese Affairs to the Resident in Kashmir.



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**GOVERNMENT OF INDIA.**

**DEPARTMENT OF REVENUE AND AGRICULTURE.**

**Weather Review of India for the week ending at 8 a.m. on  
Saturday, January 14th, 1899.**

At the end of the previous week a shallow depression lay over South-West Bengal and Chota Nagpur. It was transferred eastwards to Upper Burma during the next 24 hours, where it filled up. Thunder-showers were received in Bengal, North Bihar and the Assam Valley between the 8th and the 10th from the disturbance initiated by this storm. Very strongly marked anticyclonic conditions, on the other hand, obtained during this period in North-Western and Central India and the northern half of the Peninsula, and higher pressures were recorded in Berar and at Nagpur on the 9th than have been observed in that area during the past ten years. Pressure gave way steadily during the remainder of the week over the Indian area, but this negative phase of the barometric oscillation was associated with no important change in the weather, which hence remained fine and settled throughout the period. A feeble and ill-defined depression was formed or appeared in Upper Sind on the 12th, and drifted eastwards across Rajputana on the 13th, where it disappeared during the day. It gave light to moderate snow in Kashmir on the 13th, but no rain in the plains and was hence of little importance.

The most noteworthy feature of the weather of the week was the prevalence of abnormally low temperature over by far the greater part of the country. This feature was, on the whole, most pronounced in Chota Nagpur, the Central Provinces and Berar, where the mean temperature of the week was  $7^{\circ}$  below the normal of the period. The deficiency was, it may be noted, exhibited somewhat more largely in the night than in the day temperature. Unusually low night temperatures were registered at some stations in the Central Provinces on the night of the 8th. The lowest in the plains was  $40^{\circ}6$  at Nagpur, which is  $2^{\circ}6$  lower than had been previously recorded at that station under the standard conditions of thermometer exposure.



**Daily Summary.—Sunday, January 8th.**—Pressure had increased briskly to rapidly over the greater part of Northern and Central India and the north of the Peninsula, and was steady over the remainder of the country. The depression which lay over South-West Bengal and Chota Nagpur at the close of the previous week had advanced into Upper Burma during the previous 24 hours and filled up. Pressure was in moderate to considerable excess in North-Western and Central India and in slight to moderate defect in the southern half of the Peninsula, the Bay of Bengal, Burma and East Bengal. Gradients were hence above their normal January intensity. Winds were generally from their normal cold-weather directions. Skies were moderately clouded in Bengal, Assam and Upper Burma, and clear lightly clouded elsewhere. Showers, light to moderate in amount, had occurred in North Bihar, Bengal and Assam. A light shower of hail had fallen at Mussooree. The temperature conditions were very marked. Temperature was in considerable excess in Orissa and the Madras Deccan, and in moderate excess in Mysore, the Madras Coast and Burma. Temperature was, on the other hand, more or less largely below the normal over the remainder of the Indian area. The deficiency ranged between  $6^{\circ}$  and  $11^{\circ}$  over the area, including Baluchistan, the North-Western Provinces, Gujarat, the Punjab, Rajputana, Central India, the Central Provinces, Berar and the Bombay Deccan, and was absolutely greatest at Simla ( $18^{\circ}$ ) and Chakrata and Ranikhet (each  $17^{\circ}$ ). Both day and night temperatures were in large defect in the area of decreased temperature.

**Monday, January 9th.**—Pressure was unchanged in Baluchistan and the Indus Valley and had increased throughout the remainder of the Indian region. The rise was brisk to rapid in the Peninsula, North-Eastern India and Upper Burma and slight elsewhere. Pressure was more or less above the normal everywhere, except in Lower Burma, where it was locally in slight defect. The excess was least in Southern India ( $.02''$ ), and greatest in Berar and the neighbouring districts of the Central Provinces, where it averaged a seventh of an inch in amount. Strongly marked anticyclonic conditions hence obtained in India, more especially in Berar and at Nagpur, where pressure was higher than has been recorded during the past ten years. The wind system was of the usual cold-weather type. The air was abnormally dry in Cutch, the humidity at 8 A.M. being only 18 per cent. at Bhuj. Skies were more or less clouded in Baluchistan, the North-West Himalayas, Assam, Upper Burma and Southern India. Light thunder-showers had been received at Jalpaiguri and Cocanada. The temperature conditions were even more abnormal than on the previous day. Temperature was below the normal over the whole of the country, with the exception of Burma, Mysore and Madras, where it continued in slight to moderate excess. The deficiency exceeded  $5^{\circ}$  over the whole of Northern and Central India and the northern half of the Peninsula, and was greatest in Berar and the Central Provinces where it averaged  $11^{\circ}$  in amount.

**Tuesday, 10th January.**—Pressure had decreased over the northern half of the Indian area and increased over the southern half. The changes were, however, very small in amount and did not modify the pressure distribution to any important extent. Winds were normal in direction in India and more westerly than usual in Lower Burma. Skies were generally clear, and no rain had fallen anywhere beyond light local showers at Trincomalee and Bhamo. A very rapid rise of temperature had occurred in Baluchistan and the Upper India hill districts, and the mean temperature of the previous 24 hours was  $4^{\circ}$  above the normal in the former and  $3^{\circ}$  to  $5^{\circ}$  in defect in the latter area. Temperature had increased slightly to considerably in North-Western and Central India and the Deccan, and the deficiency in these areas was hence less marked than on the previous day. The low temperature conditions had, on the other hand, extended eastwards to Bengal, Assam and Orissa, and the mean temperature during the past day ranged between  $4^{\circ}$  and  $10^{\circ}$  below the normal in these areas. Temperature remained in moderate excess in Burma and Southern India.

**Wednesday, 11th January.**—Pressure was practically steady in the Peninsula and had decreased slightly to briskly in Baluchistan and Northern and Central India. The distribution of pressure was somewhat abnormal, pressure being lowest in Tenasserim and highest in the Central Provinces, Berar, Central India and Rajputana. Winds were little changed. Skies were clouding over in Balu-

chistan and Upper India, but remained clear over the remainder of the country. The only rainfall reported was at Negapatam and Trichinopoly. Temperature had decreased rapidly in Burma, due to the extension of the cool wave to that area, and was during the previous 24 hours more or less below the normal over the whole of the Indian area, excepting Baluchistan, South India, Mysore, Tenasserim and the Upper India hills, where it was in moderate to large excess. The deficiency was least in Burma ( $1^{\circ}$ ) and greatest in Orissa ( $8^{\circ}$ ).

*Thursday, 12th January.*—Pressure had given way briskly in East Baluchistan, Sind and West Rajputana, and a depression in which pressure was nearly a tenth of an inch below the normal had appeared in Upper Sind. Elsewhere the pressure changes were small and of no significance and the general pressure conditions remained unaltered. Winds were feebly cyclonic in Sind and more easterly than usual in the west coast districts. The air was very dry in the hill districts of Upper India and the Central Punjab. The lowest humidities recorded in these areas at 8 A.M. were 16 per cent. at Chakrata and Khushab and 23 per cent. at Simla. Skies were generally overcast in Baluchistan and Upper India and practically cloudless over the remainder of the country. Temperature had diminished briskly in Mysore and Southern India and was steady or had increased to a moderate extent over the remainder of the Indian region. The mean temperature of the past day was  $7^{\circ}$  in defect of the normal in Orissa and Chota Nagpur,  $6^{\circ}$  in Bengal, Bihar and Berar and  $5^{\circ}$  in Assam and the Central Provinces. It was, on the other hand,  $11^{\circ}$  above the normal at Quetta and  $5^{\circ}$  at Simla, Chakrata and Ranikhet.

*Friday, 13th January.*—Pressure had given way over the whole of the Indian region, with the exception of Baluchistan and the Indus Valley, where it had increased slightly to rapidly. The fall was brisk in East Rajputana and Bundelkhand, due to the transfer to that area of the depression which was passing through Sind on the previous day. Pressure was normal in Northern and Central India and in slight to moderate excess in the Peninsula. Gradients were, hence, feebler than usual over India. Pressure continued in slight to moderate defect in Burma, and the area of minimum pressure lay as for some days past over Tenasserim and the neighbouring sea area. Southerly winds prevailed in the hill districts of Upper India, and humidity had again decreased in that area. The air was driest at 8 A.M. at Chakrata where the percentage of humidity was 13 per cent. Skies had cleared in Baluchistan and the Punjab. They were overcast in Kashmir and light to moderate snow had fallen in that area. A cool wave of moderate intensity was affecting Baluchistan where temperature had fallen  $11^{\circ}$  during the past 24 hours. Temperature had increased slightly to briskly over the greater part of India and was now approximately normal, except in the Punjab, the Central Provinces, Berar, North-Western India, the Bombay Deccan and Upper Burma, where it was from  $3^{\circ}$  to  $8^{\circ}$  below the normal, due to much lower night temperature than usual.

*Saturday, January 14th.*—The pressure changes were again small in amount and of little importance. The chief features of the pressure conditions were a slight to moderate deficiency in Lower Burma and the adjacent sea area, and a moderate excess in Baluchistan. Winds were very light and irregular in the interior of India and north-westerly in Burma and the east coast of the Peninsula. They were exceedingly unsteady on the West Coast. A large increase of humidity had occurred in the hill districts of Upper India. Skies were generally free from cloud over the Indian region, with the exception of Southern India, where they were moderately clouded. No rain had fallen anywhere beyond a light thunder-shower at Mergui. The temperature conditions differed much less from the normal than for some days previously. The mean temperature of the previous 24 hours was  $5^{\circ}$  below the normal in Chota Nagpur and Orissa,  $4^{\circ}$  in Bengal, and  $3^{\circ}$  in Assam, Berar and the West Coast. Elsewhere temperature was practically normal.

**Temperature.**—The most remarkable feature of the weather of the week was the abnormally low temperature which prevailed over by far the greater part of the country. On the average of the whole period temperature was normal (*i.e.*, varied by less than  $1^{\circ}$  from the normal) in Burma, Mysore and Madras, and was more or less in defect over the remainder of the country.

The deficiency was considerable to large in amount over nearly the whole of Northern and Central India and the north of the Peninsula and was most



marked in Chota Nagpur, the Central Provinces and Berar where it averaged 7°. The night temperature was somewhat more largely in defect in the area of decreased temperature than the day temperature. It is noteworthy that lower night temperatures were recorded at some stations in the Central Provinces than have been previously registered in January. The following gives data in illustration :—

STATION.	Lowest night temperature recorded during the week.	Date.	Lowest hitherto recorded in January.
	°		°
Nagpur . . . . .	40·6	9th	43·2 in 1878
Pachmarhi . . . . .	30·3	9th	31·1 in 1878

The following table giving temperature variation data of the week shows that the mean temperature of the whole of India including Burma was in considerable defect of the normal on the first five days and in moderate defect on the last two days. For the whole week the mean temperature averaged 3°·6 below the normal as compared with 1°·5 during the previous week :—

PROVINCE.	VARIATION FROM NORMAL OF MEAN TEMPERATURE OF 24 HOURS PRECEDING 8 A.M. OF							Mean variation of week.
	8th.	9th.	10th.	11th.	12th.	13th.	14th.	
	°	°	°	°	°	°	°	°
Burma . . . . .	+2·4	+2·7	+2·4	-1·2	-1·6	-1·7	-1·1	+0·3
Assam . . . . .	-3·6	-1·3	-5·6	-5·1	-4·6	-4·4	-3·2	-4·0
Bengal . . . . .	-3·4	-5·8	-7·7	-6·8	-6·1	-4·3	-4·0	-5·4
Orissa . . . . .	+4·3	-5·9	-9·7	-8·1	-7·1	-6·6	-5·4	-5·5
Bihar . . . . .	-5·4	-8·4	-6·9	-6·5	-5·6	-4·2	-3·0	-5·7
Chota Nagpur . . . . .	-4·2	-10·2	-9·6	-7·7	-6·5	-7·3	-4·6	-7·2
North-Western Provinces and Oudh . . . . .	-7·3	-7·2	-6·7	-5·6	-4·1	-2·4	-0·3	-4·8
Punjab . . . . .	-6·1	-6·0	-5·9	-3·7	-1·7	-3·7	-0·9	-4·0
Sind . . . . .	-4·4	-5·8	-3·8	-2·7	+1·4	+0·4	-0·6	-2·2
Rajputana . . . . .	-7·6	-7·6	-5·3	-3·0	-0·6	+1·5	+0·3	-3·2
Gujarat . . . . .	-8·7	-7·4	-4·7	-3·2	-1·1	+1·5	-1·2	-3·5
Central India . . . . .	-10·6	-10·2	-8·2	-5·6	-4·0	-0·9	-0·5	-5·7
Central Provinces . . . . .	-7·9	-11·2	-10·7	-7·3	-5·3	-4·0	-1·8	-6·9
Berar . . . . .	-8·2	-11·2	-7·6	-6·0	-6·3	-3·2	-2·7	-6·5
West Coast . . . . .	-4·2	-0·8	+0·2	-0·5	-1·2	-1·9	-2·6	-1·6
Bombay Deccan . . . . .	-7·1	-7·6	-6·3	-5·9	-3·7	-3·4	-2·0	-5·1
Mysore . . . . .	+1·8	+0·5	+0·5	+1·7	-0·1	+0·5	-1·0	+0·6
Madras Coast . . . . .	+1·9	+2·9	+0·4	-1·7	-2·1	-2·3	-2·0	-0·4
Madras Deccan . . . . .	+2·8	+1·1	-2·6	-2·7	-2·0	-1·4	-2·4	-1·0
South India . . . . .	-1·6	+1·3	+2·1	+2·2	-1·0	-2·8	-2·0	-0·3
Mean for whole of India . . . . .	-3·9	-4·9	-4·8	-4·0	-3·2	-2·6	-2·1	-3·6

**Rainfall.**—The rainfall of the week was small in amount and occurred almost solely in North-Eastern India. The rainfall returns show that the only districts which received effective rain during the week were Assam, Brahmaputra and Hills, East, Deltaic and North Bengal, Bengal Hills, North Bihar and East Coast South. The average amounts over the region of effective rainfall ranged between 0·17 inch and 0·38 inch and were very slightly above the normal of the period.

A feeble disturbance gave light to moderate snow in Kashmir on the 13th, but over the remainder of the country the week was unusually free from disturbance, and characterized by the prevalence of fine settled weather with little or no cloud.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING JANUARY 14TH 1899.			RAINFALL DATA FROM JANUARY 1ST TO JANUARY 14TH, 1899.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, January 1st to January 14th.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inch.	Inch.	Inch.	Inch.	Inch.	Per cent.
BURMA	1. Tenasserim	0	0	0	0	0	0
	2. Lower Burma Deltaic	0	0'02	-0'02	0	0'06	-100
	3. Central do.	0	0	0	0	0'01	-100
	4. Upper do.	0'05	0'01	+0'04	0'06	0'01	+500
	5. Arakan	0	0	0	0	0'03	-100
BENGAL AND ASSAM	6. Eastern Bengal	0'22	0'10	+0'12	0'62	0'23	+170
	7. Assam Surma	0'02	0'14	-0'12	0'15	0'28	-46
	8. Do. Hills	0'27	0'23	+0'04	0'52	0'35	+49
	9. Do. Brahmaputra	0'38	0'19	+0'19	0'59	0'34	+74
	10. Deltaic Bengal	0'25	0'09	+0'16	0'60	0'21	+186
	11. Central do.	0'05	0'11	-0'06	0'75	0'17	+341
	12. North do.	0'27	0'09	+0'18	0'70	0'11	+536
	13. Bengal Hills	0'24	0'10	+0'14	1'06	0'15	+606
	14. Orissa	0	0'06	-0'06	0'04	0'09	-56
	15. Chota Nagpur	0	0'15	-0'15	0'58	0'24	+142
NORTH-WESTERN PROVINCES AND ODH.	16. South Bihar	0	0'14	-0'14	1'45	0'19	+663
	17. North do.	0'37	0'13	+0'24	1'09	0'19	+474
	18. North-Western Provin- ces East	0	0'22	-0'22	1'11	0'26	+327
	19. South Oudh	0	0'21	-0'21	0'86	0'27	+219
	20. North do.	0	0'17	-0'17	0'80	0'20	+300
	21. North-Western Provin- ces Central	0	0'18	-0'18	0'21	0'26	-19
	22. North-Western Provin- ces West	0	0'10	-0'10	0'06	0'17	-65
	23. North-Western Provin- ces East Submon- tane	0	0'15	-0'15	1'00	0'21	+376
	24. North-Western Provin- ces West Submon- tane	0	0'24	-0'24	0'33	0'39	-15
	25. North-Western Provin- ces Hills	0'06	0'40	-0'34	1'20	0'73	+64
PUNJAB	26. South-East Punjab	0	0'22	-0'22	0'02	0'26	-92
	27. South do.	0	0'24	-0'24	0	0'31	-100
	28. Central do.	0	0'34	-0'34	0'11	0'49	-78
	29. Punjab Submontane	0	0'39	-0'39	0	0'56	-100
	30. Do. Hills	0'05	0'59	-0'54	0'76	0'94	-19
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	31. North Punjab	0	0'36	-0'36	0'02	0'60	-97
	32. West do.	0	0'08	-0'08	0	0'13	-100
	33. Malabar	0	0'10	-0'10	0'07	0'19	-63
	34. Madras South-Cen- tral	0	0'03	-0'03	0	0'15	-100
	35. Coorg	0	0'06	-0'06	0	0'15	-100
CENTRAL PROV- INCES AND BERAR.	36. Mysore	0	0'01	-0'01	0	0'04	-100
	37. Konkan	0	0'01	-0'01	0	0'08	-100
	38. Bombay Deccan	0	0	0	0	0'05	-100
	39. Hyderabad North	...	...	...	...	...	...
	40. Khandesh	0	0	0	0	0'06	-100
BOMBAY (NORTH).	41. Berar	0	0'01	-0'01	0	0'15	-100
	42. Central Provinces West	0	0'02	-0'02	0	0'10	-100
	43. Central Provinces Cen- tral	0	0'10	-0'10	0'02	0'17	-88
	44. Central Provinces East	0	0'08	-0'08	0'02	0'14	-86
	45. Gujarat	0	0'01	-0'01	0	0'01	-100
RAJPUTANA AND CENTRAL INDIA.	46. Kathiawar	0	0	0	0	0	0
	47. Sind	0	0'13	-0'13	0	0'14	-100
	48. Baluchistan Hills	0	0'45	-0'45	0	0'73	-100
	49. Central India East	0	0'14	-0'14	0'11	0'16	-31
	50. Rajputana East, Cen- tral India West	0	0'07	-0'07	0	0'08	-100
MADRAS	51. West Rajputana	0	0'12	-0'12	0	0'13	-100
	52. East Coast North	0'02	0'03	-0'01	0'02	0'06	-67
	52-A. Do. do. (a)	0	0	0	0	0'09	-100
	53. Hyderabad South	0	0'03	-0'03	0	0'06	-100
	54. Madras Central	0	0	0	0	0'01	-100
	55. East Coast Central	0'01	0'01	0	0'01	0'09	-89
	56. Do. South	0'17	0'07	+0'10	0'17	0'30	-43
	57. Madras South	0	0'15	-0'15	0'02	0'35	-94

HEM RAJ,

Offg. Asst. Meteorological Reporter  
to the Government of India.

SIMLA, the 19th January 1899.

T. W. HOLDERNESS,

Secretary to the Government of India.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 21st January.*—Light showers of rain fell in parts of the southern districts, but none elsewhere. The water-supply is generally sufficient. Some sowings are still being made. The standing crops are generally in good condition, except in parts of the Deccan. Harvesting continues, the outturn being almost normal. Pasturage is growing scarce, but fodder is sufficient. The condition of cattle is normal. There has been a general fall in prices.

**Bombay.**—*For week ending 25th January.*—Rain is wanted for the late crops in Shikarpur. The standing crops have been damaged by frost throughout Sind, and by rats or blight in parts of Bijapur and Dharwar. Harvesting of the early crops continues in three, and of the late crops in seven districts. Cotton-picking is progressing in parts of Gujarat and Kathiawar. Preparations for next season continue in parts of the Deccan and the Konkan. Fodder is sufficient, except in parts of Sind. Agricultural stock is healthy. Prices have risen in four and have fallen in six districts.

**Bengal.**—*For week ending 23rd January.*—There was no rain during the week except 1·18 inches at Darjeeling. Reports of all crops are favourable. The harvesting of winter rice is practically over, and the gathering of pulses and pressing of sugarcane are going on. The spring crops are thriving and are nearly ready to be cut. Poppy is also doing well. Caterpillars have appeared in Saran and Champaran, and are doing injury to the spring and poppy crops. The transplantation of spring rice is proceeding, and ploughing for autumn rice and jute has begun in some districts. The fodder-supply is everywhere abundant, and cattle are generally in good condition. No important change is reported in the price of common rice.

**North-Western Provinces and Oudh.**—*For week ending 25th January.*—The weather is clear and cold. The standing crops, except for slight damage from frost in parts, are doing well. Irrigation and the pressing of sugarcane continue. Supplies and fodder are sufficient. Prices have slightly risen in places, otherwise they are practically stationary.

**Punjab.**—*For week ending 25th January.*—Rain is badly wanted throughout the Province: none fell during the week. Sugarcane-pressing continues. Irrigation and weeding of the spring crops are in progress. Ploughings for the extra spring crops have commenced in Lahore. The standing irrigated spring crops are generally promising, but their condition is below the average in Dera Ismail Khan. Crops on lands dependent on rain are mostly suffering from drought, and the extreme dry cold has stunted the growing crops in Lahore. The gram and rapeseed crops are being damaged by caterpillars (*sundi*) in two tahsils of the Ferozepore district. The condition of cattle is generally good to fair, but poor in parts of Dera Ismail Khan. Fodder is getting scarce in Delhi, Shahpur and parts of Dera Ismail Khan, but is sufficient elsewhere. Prices are rising in Amritsar, Shapur, and Rawalpindi; falling in Delhi, Jullundur, and Sialkot; and are unchanged elsewhere. Wheat is selling from 15½ to 21½, gram 21 to 24, barley 32, bulrush millet 20 to 26½, maize 27 to 33, great millet 25, and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 24th January.*—The weather is clear and cold, the night temperature being very low. The prospects of the

spring crops are fair in all districts, except in Saugor, Damoh, Chanda, and the Behir tahsil of Balaghat, where they are poor to gloomy. Frost has damaged the standing crops in Saugor, Jubbulpore, Narshingpur, the Behir tahsil of Balaghat, Damoh, the Lakhnadon tahsil of Seoni and parts of Chhindwara. Blight has caused slight damage in Hoshangabad, and drought and insects in parts of Raipur. The reaping and threshing of the autumn crops are almost complete, and the pressing of sugarcane continues. Reaping of linseed has begun in parts of Nagpur. The cheapest prices are—wheat 19, gram 32, rice 26, and *juar* 30 seers per rupee. The dearest prices are—wheat 12, gram 15, rice 11 $\frac{7}{8}$ , and *juar* 19 $\frac{1}{8}$  seers per rupee. Wheat continues to sell above the normal rate in the south, east and west of the provinces, and the price of gram is still low in the Northern districts.

**Burma.**—*For week ending 21st January.*—In Lower Burma the reaping of the main crop has been completed in nine districts. Threshing continues. In Upper Burma sowing of dry weather paddy and other crops is still in progress. The standing crops generally promise well. The price of paddy has fallen slightly in Akyab and Myaungmya and risen in Pegu and Thayetmyo.

**Assam** —*For week ending 24th January.*—No rain fell during the week. Harvesting of the late rice crop still continues in Kamrup, Darrang and Nowgong. Gathering of pulses, pruning of tea, and pressing of sugarcane are in progress. The prospects of the mustard, pulse, and sugarcane crops are generally good. Fodder is scarce in Cachar, the Naga, Khasi and Jaintia Hills, and in parts of Sylhet. Water is insufficient in the Khasi and Jaintia Hills. Prices—common rice, Silchar 14 $\frac{1}{2}$ , Sylhet, Dhubri and Gauhati 16, Tezpur, Nowgong, Sibsagar and Dibrugarh, 13 seers per rupee.

**Mysore and Coorg.**—*For week ending 25th January.*—**MYSORE:** The standing crops are in good condition. Prices have fallen slightly in Kolar and Kadur and risen in Bangalore. *Ragi* (*Eleusine coracana*) has been harvested in Bangalore, Kolar, Mysore, Chitaldrug and Shimoga.

**COORG:** The threshing of rice has commenced, whilst that of *ragi* (*Eleusine coracana*) and coffee-picking continue. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 25th January.*—**BERAR:** The weather is cool. The prospects of the winter crops are unfavourable. Land is under preparation for the ensuing monsoon crops in parts of the Province. Fodder is insufficient in two districts. A scarcity of water prevails in Akola, Amraoti, and Wun. Prices of wheat and *juar* have fallen in the Akola taluka but are steady elsewhere.

**HYDERABAD:** No rain fell during the week. The autumn rice harvest has been completed, and that of the spring crops has commenced in parts. Winter rice is being sown. Insects are damaging the castor-seed crops in three talukas of the Naldrug and Warangal districts, and rats are causing injury to the *jowar* and gram crops in some talukas in the Aurangabad and Gulburga divisions. Prices continue to fall. Prices—wheat 9, coarse rice 10 $\frac{1}{2}$ , and *jawari* 22 seers per current sicca rupee.

**Central India.**—*For week ending 25th January.*—No rain fell during the week. Agricultural operations have been completed in Bundelkhand and are in progress elsewhere. The condition of the standing crops is indifferent in Baghelkhand, and the probable outturn will, it is estimated, be below the average. Crops have been damaged by frost in Baghelkhand, Malwa and two districts in Bundelkhand. Agricultural stock and pasturage are in good condition. Prices are rising in Baghelkhand and Indore. The condition of opium is good in Bhopal and fair in Malwa and Indore.

**Rajputana.**—*For week ending 25th January.*—No rain fell during the week. Irrigation of crops continues. Their condition is generally good but



they have been damaged by frost in Jeypore and Kerowlee. Cattle are generally in good condition. The Government reserves have been opened to grazing in Ajmere-Merwara. Distress is spreading and increasing in Merwara. Takavi advances have been granted freely with beneficial results. In Ajmere distress is increasing in some villages of Gangwana. Fodder is scarce in parts of Marwar, Kherwara, Meywar, Haraoti, Ajmere, Jeypore and Bikanir. Prices are rising in Jhallawar and are steady elsewhere. Emigration from the distressed Ajmere villages and from Merwara continues: 143 persons emigrated during the week. The total emigration from Merwara up to date amounts to 3,869 persons. The numbers employed on relief works were—363 in Ajmere, 2,122 in Merwara, and 102 in Marwar. Prices—Ajmere 20, Beawar 22, and Marwar 14½ seers per rupee.

**Kashmir.**—*For week ending 24th January.*—The weather has been snowy and cloudy. Prices continue below normal. The price of rice is 27 seers per rupee.

**JAMMU PROVINCE.**—*For week ending 25th January.*—No rain fell during the week. The condition of the standing crops is fair. Fodder is sufficient. Prices have risen slightly: wheat is selling at 18 and maize 25 seers per rupee.

**Nepal.**—*For week ending 21st January.*—Rainfall 0·11. The weather is intensely cold. Wheat is germinating. The price of rice is 9 seers per rupee.

T. W. HOLDERNESS,  
*Secretary to the Government of India.*

GOVERNMENT OF INDIA.  
FOREIGN DEPARTMENT.

KHORASSAN TRADE REPORT FOR 1897-98.

It has been explained in previous reports that statistics as to the trade of Khorassan are not obtainable. This report is therefore necessarily restricted to Meshed.

General Review of Trade.

The tabular statement showing the import and export of foreign goods to and from Meshed for the past five years, reveals that there was an increase in the year under report over the previous year of £40,735. This is due to the figures for the year 1896-97 being specially low, owing to the roads between India and Persia and Afghanistan and Persia having been closed for a considerable time on account of a scare caused by a fear of the Plague. Other reasons for this decrease were also detailed in the report last sent in. The year under report, as compared with the year 1895-96, shows a decrease of £68,885. There was, moreover, a decrease as compared with the years 1893-94 and 1894-95. From Russian territory, on the contrary, there has been a steady increase for some years as shown by the following figures:—

	£
1894-95 . . . . .	59,208
1895-96 . . . . .	86,929
1896-97 . . . . .	92,547
1897-98 . . . . .	121,279

This is no doubt due to the Transcaspian Railway, and the existence of a cart-road between Meshed and Ashkabad. The Russian frontier is, as compared with the Indian frontier, very close to Meshed, and there is a large demand for the produce of Khorassan in Transcaspia.

The figures giving the imports from Europe *via* Turkey and Tabriz show that the year under report was the best of the last five years. The imports from Afghanistan were up to the average. The total imports tend to show that Meshed imports are somewhat declining. The figures have, however, been obtained from native sources, and can only be regarded as approximate. The exports to Russian territory, as compared with those to India, are about double. The figures of the exports of foreign goods passing through Meshed into Afghanistan show a steady increase. The total exports have much increased during the last five years.

BRITISH IMPORTS.

Trade from India *via* Bombay and Bandar Abbas with Meshed appears to have increased. A considerable proportion passed through Meshed on its way to Russian territory. The figures given in the returns are approximate rather than accurate.

Imports from India.

There has been a decrease in the imports of green tea during the year under report, as compared with the previous year; while black tea has been imported in largely increased quantities, nearly all the green tea comes from China through Bombay, a very small proportion being Indian. The black tea is chiefly Indian. Only tea of a cheap description can find a ready sale in Meshed, the better descriptions being too expensive. There is no demand for uncoloured Indian green tea in Meshed, but about 300 packages of 100 lbs. each pass through Meshed on their way to Russian territory. The amount of green tea which passed into Russia through Meshed has decreased, while the amount of black tea increased. This subject was dealt with *in extenso* in last year's reports.

Tea.

The imports of indigo into Meshed have trebled. The increase appears to be accidental, and not to have been caused by anything abnormal. The indigo brought to Meshed is of an inferior quality produced by native growers

Indigo.



in Sukhur and Mooltan. There is no demand for the better descriptions such as are grown in Bengal.

The figures, as compared with the previous year, show a considerable increase in sheetings and longcloth, both bleached and unbleached. These articles have not yet been driven out of the market.

Under the head Prints there has been a considerable decrease owing to Russian prints being cheaper and more attractive than those supplied by British firms. It was noted in last year's report that the Russian Government were granting a bounty on prints. Their command of the trade was enlarged on in that report and the reasons were given. Under the head "Miscellaneous piece-goods," there has also been a considerable decrease.

Large quantities of muslin were formerly imported to be sent on to Russia, but this year this commodity was only imported to the extent of £260. The Russians have manufactured muslin. In last year's report it was noted that it was imported into Central Asia *via* Batoum.

The imports of cotton yarn and twist have risen from £4,590 to £17,545. These commodities find great favour amongst the inhabitants of Khorassan for manufacture into country cloth of a rough quality. In 1895-96 and 1896-97 there was a great fall in this import. The figures have, however, again risen.

The import of drugs has risen from £454 to £2,100; the increase seems to have been due to an accumulation caused by the closing of the roads into Persia under the Russian plague regulations, otherwise there is no special reason why an unusual amount of drugs should have been imported. Most of these drugs are of Indian produce.

There is an increase under the head of coffee. It is said that there is an increase in the consumption of this article in Meshed and the district.

There was an increase also in spices, said to have been caused by a large quantity coming in directly the roads were opened after they had been closed in consequence of the rumours of approaching plague.

Broadcloth was imported to the extent of £2,730; the importation of this article is said to be largely on the increase. Formerly broadcloth came *via* Turkey and Tabriz. The broadcloth coming from Bombay is of a finer quality and suits public taste better; an increase which has taken place in the import may be thus accounted for.

#### RUSSIAN IMPORTS.

With respect to articles imported from Russian territory it is noticeable that there has again been a considerable increase under the head of loaf-sugar and crystallised sugar. The increase over last year is said to be due to a certain extent to the increase in the custom of drinking tea sweetened to an extent which would be unpalatable in Europe. Other sugars are practically entirely ousted from the market. There is no competition between Russia and other countries with regard to sugar. This point has been noted in previous reports.

In piece-goods there was a small decrease for which no very special reason can be assigned.

There has been an increase in iron goods (chiefly rods) used for a variety of miscellaneous purposes. There has also been a large increase in steel sheets.

In glass and Chinaware there was a small increase. In the report submitted last year it was noted that Russian glass and China had ousted the manufactures of other countries.

Formerly gold thread and lace was imported through Balkh to various parts of Afghanistan, but owing to heavy dues levied by the Amir these articles are now brought in through Russia and pass on through Meshed. This accounts for a large increase under this head.

Gold lace.

In paper there has been an increase, as is the case in vitriol, for which no specific reason can be assigned. Last year decreases under both heads were reported.

Paper, Vitriol.

An increased import of cotton yarn is reported. The Russians appear to be manufacturing this article with success.

Cotton yarn.

An increase in sack-cloth is accounted for by an increase in the export of wool to Russia, for the packing of which sack-cloth is required. This wool is not shown in these returns, as it goes from other parts of Persia without entering the town of Meshed.

Sack-cloth.

There has been an increase from £390 to £472 under this head. This is Chinese black tea, which is in some cases more appreciated by Persians of the higher classes than the Indian black tea. The increase under this head is not very considerable.

Ten.

With respect to the goods imported from Merv and Bokhara, the figures available show that there has been an increase from £1,729 to £4,997. The chief item is skins, the import of which has increased from £660 to £2,260, said to be due to the increase in the wearing of lamb-skin caps in Persia. There has also been an increase in the imports of hides to a considerable extent; they are much required for covering boxes containing opium which are exported to China.

Merv and Bokhara trade.

#### IMPORTS *via* TURKEY AND TEHRAN.

In the articles imported *via* Turkey, Tabriz and Tehran, there is an increase of £6,933. The chief increases are in piece-goods, mostly English cotton prints. There is also a large increase under the head of aniline dyes; extensively used in dyeing wool and silk. It is to be regretted that popular taste should occasion a demand for these dyes, which are of bad quality and inharmonious colours.

#### AFGHAN IMPORTS.

In the imports from Afghanistan there was an increase of £5,972. The general increase is probably due to the opening of the roads from Afghanistan which had been closed on the plea of plague. With respect to "barak" there was a considerable decrease owing to the Amir's preventing the export. In sheep and lamb skins there was a very large increase. These articles are largely bought by Russian merchants in Meshed. There was an increase in the import of pistachio nuts, due to the removal of a prohibition placed by the Amir on their export.

#### EXPORTS TO INDIA.

Exports to India *via* Yezd or Kirman have increased by £20,402. The chief increase was under the head of opium from £14,680 to £37,770. This was partly owing to a favourable opium harvest. Probably most of this opium is for China. Opium is very largely cultivated in Khorassan. The export of silk, both piece and raw, decreased, while there was an increase in asafoetida owing to a favourable harvest.



## EXPORTS TO RUSSIAN TERRITORY.

As regards the export of articles from Meshed to Russian territory the returns show that the exports were almost stationary, there being a decrease of only £867. There was a considerable increase in skins owing to the possibility of buying them cheaply in Meshed, while a ready demand is found in Russia. A large decrease in turquoises is noticeable, probably due to their being readily carried by pilgrims and travellers and not passing through the custom house.

## EXPORTS TO AFGHANISTAN.

The total of exports from Meshed into Afghanistan show a slight increase. The figures hardly call for special remark.

Revenue.		REVENUE OF KHORASSAN AND SEISTAN FOR 1897-98.			
		<i>Khorassan.</i>			
		Tumans.	Krans.	Shahis.	
		Kharwars.	Mans.	Seers.	
Cash	.	621,389	8	11	(£124,268)
Grain	.	39,864	69	10	(Tons 11,549)
Chopped straw	.	5,067	13	25	( „ 1,468)
		<i>Seistan.</i>			
		Tumans.	Krans.	Shahis.	
		Kharwars.	Mans.	Seers.	
Cash	.	15,364	6	...	(£3,073)
Grain	.	10,431	80	...	(Tons 3,022)
Chopped straw	.	300	...	...	( „ 86)

As large numbers of people have come from various places to reside at Meshed, it can be safely estimated that the population of this town was about 80,000 souls this year.

At present there are about 200 carpet-weaving looms. Each loom turns out in a year three carpets, each measuring, on an average, 5 zars long by 4 zars broad.

The length of the zar is  $41\frac{1}{2}$  inches. There is also a large number of carpet factories in Turshiz and Kain.

Baluch and Herat carpets, which are much appreciated at present, are exported in large numbers to foreign countries.

Formerly there were 1,200 looms for silk-weaving in Meshed, but at present there are not more than 250. The falling off is due to a rise in the value of raw silk and less demand for Meshed silks owing to aniline dyes being used.

There are also shawl-weaving factories and other factories for the manufacture of inferior articles for local consumption, such as glazed earthenware, glass, soap, candles, etc.

The turquoise mines at Nishabur are at present held by the Malik-ut-Tujjar of Khorassan (the head of the merchants) at an annual rent of 24,000 Tumans (£4,800). There is great uncertainty as to the continuity of the contracts, which is injurious to the mines. The outturn of the mines can only be a matter of estimate.

*Return of Articles Imported into Meshed from India via Bombay, Bandar Abbas and Kirman (or Yezd) during the year 1897-98.*

Articles.	VALUE.		PASSED ON TO RUSSIAN TERRITORY.	
	Persian currency.	Sterling.	Persian currency.	Sterling.
	Tumans.	£	Tumans.	£
Tea, green . . . . .	197,550	39,510	165,335	33,067
„ black . . . . .	141,997	28,399	41,940	8,388
„ (colour not specified) . . . . .	12,550	2,510	...	...
Indigo . . . . .	53,095	10,619	600	120
Sugar, loaf . . . . .	125	25	...	...
Sheetings (English and Indian) . . . . .	10,160	2,032	...	...
Longcloth, bleached (English and Indian) . . . . .	42,887	8,577	...	...
Longcloth, unbleached (English and Indian) . . . . .	15,600	3,120	...	...
Cotton prints . . . . .	3,450	690	...	...
Muslin . . . . .	1,300	260	...	...
Turkey reds . . . . .	4,050	810	...	...
Miscellaneous piece-goods . . . . .	11,450	2,290	26,340	5,268
Shawls . . . . .	4,000	800	...	...
Cotton yarn and twist . . . . .	87,725	17,545	...	...
Copper sheets . . . . .	13,330	2,666	...	...
Tin and lead . . . . .	3,315	663	...	...
China basin and Chinaware . . . . .	890	178	...	...
Books . . . . .	3,650	730	...	...
Ginger, preserved . . . . .	4,245	849	...	...
Drugs . . . . .	10,500	2,100	1,750	350
Coffee . . . . .	850	170	...	...
Spices . . . . .	8,010	1,602	30	6
Glass beads . . . . .	600	120	...	...
Broadcloth . . . . .	13,650	2,730	...	...
Coloured glass panes . . . . .	160	32	...	...
Miscellaneous . . . . .	4,250	850	...	...
Brass sheets . . . . .	2,025	405	...	...
TOTAL . . . . .	651,414	130,282	235,995	47,199

NOTE.—Tumans 5 = £1 sterling.



*Return of articles imported into Meshed from Russian territory during the year 1897-98.*

Articles.	VALUE.	
	Persian currency.	Sterling.
	Tumans.	£
Sugar, loaf . . . . .	197,650	39,530
„ crystallised . . . . .	95,976	19,195
Candles . . . . .	15,149	3,005
Kerosine oil . . . . .	29,428	5,885
Piece-goods (including broadcloth and cotton prints) . . . . .	94,725	18,945
Iron, iron goods, nails, etc. . . . .	31,392	6,278
Steel . . . . .	1,727	345
Brass, brass-ware, and brass wire . . . . .	3,135	627
Glass and Chinaware . . . . .	53,375	10,655
Gold lace, etc. . . . .	6,800	1,381
Paper . . . . .	10,310	2,062
Glass panes and mirrors . . . . .	1,092	218
Lead and tin . . . . .	440	88
Sewing machines . . . . .	1,455	291
Vitriol . . . . .	5,758	1,151
Cochineal . . . . .	750	150
Cutlery, Haberdashery and fancy goods . . . . .	1,140	228
Matches . . . . .	705	141
Leather . . . . .	540	108
Cotton yarn . . . . .	4,850	970
„ twist . . . . .	225	45
Sack-cloth . . . . .	11,800	2,360
Cigarettes and Tobacco . . . . .	2,760	552
Chairs . . . . .	200	40
Wooden spoons . . . . .	20	4
Miscellaneous . . . . .	7,684	1,536
Russian tea . . . . .	2,860	472
<b>TOTAL</b> . . . . .	<b>581,551</b>	<b>116,282</b>
<b>GOODS IMPORTED FROM MERV AND BOKHARA.</b>		
Carpets . . . . .	1,950	390
Camel-hair cloth . . . . .	1,200	240
Hides . . . . .	3,195	639
Skins . . . . .	11,300	2,260
Leather . . . . .	4,200	840
Silk piece . . . . .	1,890	378
Pumpkin seeds . . . . .	500	100
Horse clothing . . . . .	150	30
Saddlery . . . . .	150	30
Miscellaneous . . . . .	450	90
<b>TOTAL</b> . . . . .	<b>24,985</b>	<b>4,997</b>
<b>GRAND TOTAL</b> . . . . .	<b>606,536</b>	<b>121,279</b>

NOTE.—Tumans 5 = £1 sterling.

*Return of articles imported into Meshed via Turkey, Tabriz and Tehran during the year 1897-98.*

Articles.	VALUE.	
	Persian currency.	Sterling.
	Tumans.	£
Broadcloth . . . . .	29,450	5,890
Piece-goods of sorts . . . . .	75,020	15,004
Matches . . . . .	965	193
China and glassware . . . . .	3,509	700
Cutlery, watches, fancy goods, etc. . . . .	7,800	1,560
Gold lace . . . . .	800	160
Glass beads . . . . .	2,050	410
Dye . . . . .	7,800	1,560
Cigarette paper . . . . .	400	80
Cochineal . . . . .	2,150	430
Miscellaneous . . . . .	1,200	240
Woollen Tape . . . . .	700	140
Books . . . . .	1,380	276
Looking glass . . . . .	150	30
TOTAL . . . . .	133,365	26,673

NOTE.—Tumans 5=£. sterling.

*Return of articles imported into Meshed from Afghanistan during the year 1897-98.*

Articles.	VALUE.	
	Persian currency.	Sterling.
	Tumans.	£
Postins . . . . .	4,760	952
Barak . . . . .	2,425	485
Carpets . . . . .	9,075	1,815
Wool . . . . .	650	130
Sheep and lamb skins . . . . .	34,500	6,900
Pistachios . . . . .	6,045	1,209
Seeds . . . . .	55	11
Manna . . . . .	1,230	246
Opium . . . . .	225	45
Miscellaneous . . . . .	635	127
Beads . . . . .	250	50
Cammin seeds . . . . .	390	78
Medicine . . . . .	650	130
TOTAL . . . . .	60,690	12,178

NOTE.—Tumans 5=£1 sterling.



*Return of articles exported from Meshed to India via Yeed (or Kirman) and Bandar Abbas during the year 1897-98.*

Articles.	VALUE.	
	Persian currency.	Sterling.
	Tumans.	£
Silk (piece) . . . . .	2,400	480
Silk (raw) . . . . .	375	75
Opium . . . . .	188,850	37,770
Asafoetida . . . . .	1,900	380
Wool . . . . .	1,200	240
Pistachios . . . . .	2,670	534
Miscellaneous . . . . .	2,660	532
Cummin seeds . . . . .	150	30
Almonds . . . . .	210	42
TOTAL . . . . .	200,415	40,083

*Note.*—Tumans 5=£1 sterling.

*Return of articles exported from Meshed to Russian territory during the year 1897-98.*

Articles.	VALUE.	
	Persian currency.	Sterling.
	Tumans.	£
Wool . . . . .	54,207	10,841
Cotton . . . . .	320	64
Almonds . . . . .	90	18
Fresh and dried fruits . . . . .	7,250	1,450
Tobacco . . . . .	545	109
Shawls . . . . .	59,300	11,860
Carpets . . . . .	44,079	8,815
Skins . . . . .	76,740	15,348
Silk (piece) . . . . .	1,600	320
Turquoises . . . . .	2,000	400
Walnuts . . . . .	120	24
Leather . . . . .	19,985	3,997
Country cloth and prints . . . . .	65,940	13,188
Postins . . . . .	900	180
Country shoes . . . . .	100	20
Miscellaneous . . . . .	64,097	12,819
TOTAL . . . . .	397,273	79,453

*Note.*—Tumans 5=£1 sterling.

*Return of articles exported from Meshed to Afghanistan during the year 1897-98.*

Articles.	VALUE.	
	Persian currency.	Sterling.
	Tumans.	£
Sugar, candied . . . . .	832	166
Silk, raw and piece . . . . .	375	75
Miscellaneous . . . . .	4,538	908
<b>TOTAL</b> .	<b>5,745</b>	<b>1,149</b>
<b>FOREIGN GOODS PASSING THROUGH MESHED TO AFGHANISTAN.</b>		
Piece-goods . . . . .	52,400	10,480
Sugar, loaf . . . . .	13,869	2,773
„ crystallised . . . . .	4,004	800
Iron and steel . . . . .	299	60
Candles . . . . .	1,734	346
Cutlery, haberdashery and fancy goods . . . . .	312	62
Kerosine oil . . . . .	427	85
Drugs . . . . .	80	16
Miscellaneous . . . . .	2,010	402
Tea, green . . . . .	300	60
„ colour not specified . . . . .	3,850	770
<b>TOTAL</b> .	<b>79,285</b>	<b>15,854</b>
<b>GRAND TOTAL</b> .	<b>85,030</b>	<b>17,003</b>

NOTE.—Tumans 5 = £1 sterling.

*Tabular statement showing totals of imports and exports of Foreign goods to and from Meshed for five years 1893-94 to 1897-98.*

Imports or Exports.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	REMARKS. Goods imported from India which passed on to Russian territory.
	£ 184,179	£ 251,370	£ 123,995	£ 42,824	£ 47,199	
<i>Imports.</i>						
From India ( <i>vid</i> Bombay and Bandar Abbas).	198,496	312,123	199,167	89,547	130,282	
„ Russian territory . . . . .	72,394	59,208	86,929	92,547	121,279	
„ Europe ( <i>vid</i> Turkey and Tabriz).	18,460	19,623	24,166	19,740	26,673	
„ Afghanistan . . . . .	13,115	13,479	11,859	6,206	12,178	
Total Imports .	302,465	404,433	322,121	208,040	290,412	
<i>Exports.</i>						
To India . . . . .	8,428	6,871	22,269	19,681	40,083	Foreign goods that passed through Meshed.
„ Russian territory . . . . .	27,750	24,458	67,889	80,320	79,453	
„ Afghanistan . . . . .	856	915	908	2,379	1,149	
„ ditto . . . . .	9,217	8,808	11,760	12,694	15,854	
Total Exports .	46,251	41,052	102,826	115,074	136,539	
Total Imports and Exports .	348,716	445,485	424,947	323,114	426,951	

NOTE.—Tumans 5 = £1 sterling.



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE 1st HALF OF DECEMBER 1897 AND 1898.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	14'45	15'3	32'3	34	...	...	...	...	...	...	...	...
Tavoy . . . . .	13'6	17	39'1	38'25	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	17	13'6	51	51	...	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	14'11	16'15	37'74	41'65	70'55	91'8	...	...	...	...	...	...
Thongwa . . . . .	...	...	51	55'25	...	...	...	...	...	...	...	...
Bassein . . . . .	15'3	13'6	51	42'5	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Henzada . . . . .	13'26	14'62	38'08	42'67	...	...	...	...	...	...	...	...
Toungoo . . . . .	13'6	19'55	40'8	54'4	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	17'51	18'02	49'81	55'25	29'07	72'76	...	...	...	...	...	...
Bamo . . . . .	11'05	...	42'5	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	17	17	40'8	51	...	...	...	...	...	...	10'2	22'1
<i>Arakan—</i>												
Kyaukpyu . . . . .	11'9	13'6	25'5	27'2	...	...	...	...	...	...	...	...
Akyab . . . . .	17	17	34	34	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brahmaputra—</i>												
Coaipara . . . . .	15	20	26'25	40	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	28'12	...	...	...	...	...	...	...	...	...
<b>Bengal—*</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	25	30	...	...	...	...	...	...	...	...
Dacca . . . . .	...	...	30	30	28'75	40'25	...	...	15	35	...	...
<i>Deltaic—</i>												
Midnapur . . . . .	...	...	20	32'5	...	...	...	...	...	...	...	...
Calcutta . . . . .	...	...	32'5	45	27'5	42'5	...	...	21'25	30	20	30
<i>Central—</i>												
Bardwan . . . . .	...	...	20	33'75	...	...	...	...	...	...	...	...
Pabna . . . . .	...	...	21'25	34'37	26'56	50	...	...	...	...	...	...
<i>Northern—</i>												
Rangpur . . . . .	...	...	25	40	35	50	...	...	...	...	...	...
<i>Orissa—</i>												
Cuttack . . . . .	...	...	22'66	29'06	32'81	49'06	...	...	...	...	...	...
<i>Bihar, south—</i>												
Patna . . . . .	...	...	19'06	28'12	16'87	32'5	...	...	10	24'37	8'75	14'37
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	21'09	28'59	23'5	35'16	...	...	14'37	39'53	...	...
Muzaffarpur . . . . .	...	...	26'56	28'59	25	36'25	...	...	11'41	28'59	...	...
<b>N.W. Provinces—</b>												
<i>Eastern—</i>												
Benares . . . . .	14'69	19'27	25'78	36'25	23'7	39'79	28'65	45'16	14'84	26'82	15'47	24'06
<i>Central—</i>												
Cawnpore . . . . .	13'8	19'06	25	36'35	22'55	37'19	27'13	40	13'33	22'24	14'06	20'26
Jhansi . . . . .	14'84	22'19	32'03	40'99	26'41	37'19	30'47	43'75	15'21	23'49	13'8	18'18
<i>Western—</i>												
Meerut . . . . .	...	...	33'33	...	21'61	36'56	25'78	...	16'67	...	15'99	...
Agra . . . . .	...	...	35	44'37	23'12	38'12	28'75	...	12'5	20'47	13'12	19'53
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	13'8	21'04	23'18	31'98	20'52	33'33	...	...	11'09	21'3	...	21'04
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow . . . . .	13'33	21'3	26'15	40	21'56	36'35	26'3	40	11'87	25	14'27	21'35
<i>Northern—</i>												
Fyzabad . . . . .	15'47	20'47	29'69	...	21'25	39'01	...	...	...	29'58	...	...

\* The figures under "Rice, husked" represent the prices of common rice.

(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAGI.		MAIZE.		GRAM.		ARHAR DÁL.		GHI.		DISTRICTS.
1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	
												Burma—
												Tenasserim—
												Mergui.
												Tavoy.
												Moulmein and Amherst.
						35'7	73'1					Pegu (deltaic)—
												Rangoon.
												Thongwa.
												Bassein.
												Pegu (inland)—
												Henzada.
												Toungoo.
						35'36	90'95					Upper Burma—
												Mandalay.
												Bamo.
												Pakokku.
												Arahan—
												Kyaukpyu.
												Akyab.
												Assam—
												Brahmaputra—
												Goalpara.
												Gauhati.
												Bengal—
						30	55			400	400	Eastern—
						25	33'75	25	62'5	420	350	Chittagong.
												Dacca.
												Deltaic—
										315	320	Midnapur.
23'75	30			15	25	22'5	42'5	30	40	340	320	Calcutta.
						25	45	31'25	58'75	390	300	Central—
						24'06	50	18'12	37'5	550	360	Bardwan.
												Pabna.
				15	25	22'5	50	40	70	340	320	Northern—
												Rangpur.
						22'5	30'47	17'97	35'78	350	341'25	Orissa—
												Cuttack.
		10	15'62	10	19'06	15'62	35'62	15'62	32'5	270	260	Bihar, south—
												Patna.
				9'84	19'84	17'5	37'03	19'84	45	310	301'25	Bihar, north—
		14'53	26'56	13'91	20	18'12	36'87	26'56	56'56	320	266'56	Bhagalpur.
												Muzaffarpur.
												N.-W. Provinces—
17'5	26'46			13'28	22'92	16'35	40'78	24'84	54'95	325'78	280'46	Eastern—
												Benares.
14'79	22'24			11'09	26	17'4	37'19	22'24	51'61	278'28	255'99	Central—
10'56	18'38			12'5	17'19	16'87	36'87	23'28	40'99	252'5	250	Cawnpore.
												Jhansi.
19'43				15'68		20	36'56			297'66		Western—
15	21'09			13'12		17'5	35'62	23'75	53'28	265	272'5	Meerut.
												Agra.
13'8	22'5					15'83	40'99			320	260	Submontane, west—
												Shahjahanpur.
												Oudh—
14'53	23'18			12'86	24'06	19'74	42'08	21'56		300	280	Southern—
												Lucknow.
15'94					25'94		37'19			285	255'62	Northern—
												Fyzabad.



## WHOLESALE PRICES FOR THE 1st HALF OF DECEMBER 1897 AND 1898—continued.

DISTRICTS.	GŌR.		SALT.		TOBACCO LEAF.		TURMERIC.		GRASS.		STRAW.	
	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bassein . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Henzada . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Arakan—</i>												
Kyaukpyu . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brahmaputra—</i>												
Goalpara . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	36'25	40	100	100	...	...	...	...	...	...
Dacca . . . . .	...	...	36'25	37'5	70	65	...	...	2'5	2'5	...	...
<i>Deltaic—</i>												
Midnapur . . . . .	...	...	35	36'87	62'5 and 82'5	47'5 and 62'5	...	...	...	...	1'41 to 2'34	1'48
Calcutta . . . . .	...	...	33'75	35	60	70	...	...	8'75	6'3	7'5	5'62
<i>Central—</i>												
Bardwan . . . . .	...	...	33'12	35	...	...	...	...	...	...	3'75	3'5
Fabna . . . . .	...	...	38'75	39'66	75	70	...	...	...	...	7'5	7'5
<i>Northern—</i>												
Rangpur . . . . .	...	...	40	40	80	50	...	...	3'75	17(a)	5	17(a)
<i>Oriasa—</i>												
Cuttack . . . . .	...	...	30	31'25	45	65	...	...	5'57	5'56	3'75	2'84
<i>Bihar, south—</i>												
Patna . . . . .	...	...	35	36'25	30	30	...	...	2'5	3'12	2'5	3'75
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	38'75	38'12	40	40	...	...	...	...	...	...
Muzaffarpur . . . . .	...	...	36'25	36'25	100	100	...	...	...	...	...	...
<b>N.-W. Provinces—</b>												
<i>Eastern—</i>												
Benares . . . . .	34'17	54'95	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Cawnpore . . . . .	40	40	...	...	57'5	65	115	100	...	...	...	...
Jhansi . . . . .	...	50	...	...	...	...	...	...	...	...	...	...
<i>Western—</i>												
Meerut . . . . .	38'07	...	...	...	...	...	123'07	...	...	...	...	...
Agra . . . . .	38'75	44'53	...	...	40 to 80	...	100	...	5	...	3'33	...
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	...	...	...	...	...	...	130 and 132'5	115 to 125	...	...	...	...
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow . . . . .	33'33	50	...	...	72'5	75	...	...	2'86	3'33	4'01	5
<i>Northern—</i>												
Fyzabad . . . . .	30'78	...	...	...	...	...	...	...	...	...	...	...

(a) Per bundle.





## WHOLESALE PRICES FOR THE 1ST HALF OF DECEMBER 1897 AND 1898—continued.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.
<b>Rajputana—</b>												
<i>Eastern—</i>												
Ajmere . . . . .	33'33	33'33	...	...	29'63	40'99	...	...	21'09	25	18'12	23'33
<b>Panjab—</b>												
<i>Southern—</i>												
Ferozpur . . . . .	15'36	23'75	40	90	21'04	34'37	26'67	36'87	12'5	25'62	15'36	23'12
<i>Central—</i>												
Lahore . . . . .	16'67	29'43	30'83	57'34	21'35	33'96	25'83	37'24	21'3	27'08	15'26	22'86
<i>South-eastern—</i>												
Delhi . . . . .	21'04	25	30'78	36'35	22'24	35'57	26'67	42'08	15'36	21'61	16'3	20
<i>Submontane—</i>												
Amritsar . . . . .	16'67	28'59	33'33	47'03	20	33'33	25	36'35	11'41	...	...	23'54
<i>Northern—</i>												
Rawalpindi . . . . .	17'4	30	47'66	57'45	23'18	36'35	26'25	40	12'5	25	11'25	26'67
<i>Western—</i>												
Multan . . . . .	12'97	19'06	24'22	40	24'58	39'06	30'78	43'23	15'99	25'78	14'79	25'78
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	...	40	44'06	28'75	43'12	...	...	18'75	28'44	16'25	23'59
Shikarpur . . . . .	...	...	...	...	25'16	35'47	...	...	15'16	22'5	13'44	19'37
Quetta . . . . .	...	...	...	...	26'25 to 28'75	41'87	60	65	21'25	30	17'5	32'5
<b>Bombay—</b>												
<i>Deccan—</i>												
Dharwar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Sholapur . . . . .	...	...	30'36	...	...	...	...	...	...	...	...	...
Poona . . . . .	...	...	...	41'67	...	...	...	...	...	...	...	...
<i>Khandesh—</i>												
Ahmadnagar . . . . .	35'78	...	...	...	...	...	...	...	...	...	18'18	...
Dhulia . . . . .	...	...	...	...	31'04	...	...	...	...	...	15'26	...
<i>Gujarat—</i>												
Surat . . . . .	...	...	...	...	34'58	...	...	...	...	...	17'29	...
Ahmadabad . . . . .	...	27'19	31'98	...	33'33	60	...	...	...	...	...	...
<b>Central Provinces—</b>												
<i>Western—</i>												
Nagpur . . . . .	...	...	27	31	28	39	33'31	56	...	...	17'37	23
<i>Central—</i>												
Jubbulpore . . . . .	20	...	20	27'56	25	37'19	27'56	43'25	...	...	14'31	19'06
<i>Eastern—</i>												
Raipur . . . . .	...	...	22'5	39	22	40	31	53	...	...	...	...
<b>Berar—</b>												
Basim . . . . .	...	...	...	...	32'41	50	...	...	...	...	14'5	22'59
Ellichpur . . . . .	...	...	66'66	80	40	53'33	50	66'62	...	...	16	28'57
Amrāoti . . . . .	...	...	40	50	36'36	53'12	44'44	61'25	...	...	14'81	30'78
<b>Madras—</b>												
<i>South, central—</i>												
Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	23'75	28'75
Salem . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	15	31'25
Cuddapah . . . . .	23'75	28'12	40	46'87	...	...	...	...	...	...	18'12	30
Karnul . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>East Coast, central—</i>												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>East Coast, south—</i>												
Madras . . . . .	25	28'75	40	45'62	...	...	...	...	...	...	...	...
Tanjore . . . . .	23'75	28'12	40'62	51'87	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Southern—</i>												
Madura . . . . .	...	...	...	...	...	...	...	...	...	...	23'12	25'62
<b>Mysore—</b>												
Mysore . . . . .	23'4	25'33	40'22	43'88	47'51	58'78	54'86	101'48	...	...	18'29	21'95
Bangalore . . . . .	23'5	20'58	47	54'87	51	58'8	64'02	54'88	...	...	25	24'5

(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAGI.		MAIZE.		GRAM.		ARHAR DÁL.		GHI.		DISTRICTS.
1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	
24'06	29'53	...	...	20	24'22	24'06	42'08	...	...	336'87	336'87	Rajputana— Eastern— Ajmere.
19'22	23'12	...	...	15'36	22'5	16'67	34'37	36'35	57'5	300	325	Panjab— Southern— Ferozpur.
19'74	24'58	...	...	14'27	22'86	18'12	34'74	32'29	54'22	336'87	336'87	Central— Lahore.
18'18	21'61	...	...	14'53	19'53	19'53	33'33	27'6	53'33	320	336'82	South-eastern— Delhi.
...	...	...	...	...	24'22	15'99	33'33	...	...	...	...	Submontane— Amritsar.
18'12	26'67	...	...	15'31	25	18'75	39'06	34'37	57'13	278'28	290'94	Northern— Rawalpindi.
15'99	28'54	...	...	14'79	25'78	20'47	37'19	...	...	320	320	Western— Multan.
20	27'5	...	...	...	...	22'5	39'06	...	67'5	345	350	Sind and Baluchistan— Karachi.
...	...	...	...	...	...	19'37	34'06	...	...	...	318'75	Shikarpur.
...	...	...	...	22'5	33'12	...	...	47'5	...	330	330	Quetta.
15'42	...	...	...	...	...	23'38	...	...	...	...	...	Bombay— Deccan— Dharwar.
20'99	...	...	...	...	...	27'55	...	...	...	...	...	Sholapur.
19'37	...	...	...	...	...	23'44	...	...	...	...	...	Poona.
18'38	28'75	...	...	...	...	...	...	...	...	...	...	Khandesh— Ahmadnagar.
22'71	...	...	...	...	...	...	...	...	...	...	...	Dhulia.
...	27'5	...	...	...	...	...	...	...	...	...	...	Gujarat— Surat.
...	...	...	...	...	...	...	...	...	...	...	...	Ahmadabad.
...	...	...	...	...	...	24	41	26	52	333'31	318	Central Provinces— Western— Nagpur.
...	...	...	...	...	...	16'69	34'75	25	150	260	242'5	Central— Jubbulpore.
...	...	...	...	...	...	18	50	22	60	265	270	Eastern— Raipur.
25	40	...	...	...	...	30'78	53'33	30'78	61'5	360	320	Berar— Basim.
16'56	36'56	...	...	...	...	25	50	28'57	56'87	300	320	Ellichpur.
...	...	...	...	...	...	...	...	...	...	...	...	Amraoti.
18'75	21'87	...	...	...	...	39'37	60	...	...	380'62	400	Madras— South, central— Coimbatore.
...	...	21'25	22'5	...	...	...	...	...	...	333'75	368'12	Salem.
...	...	...	...	...	...	29'37	63'75	...	...	270	411'87	Central— Bellary.
30	26'87	...	...	...	...	...	...	...	...	238'12	333'12	Cuddapah.
...	...	...	...	...	...	...	...	...	...	...	...	Karnul.
...	...	27'5	32'5	...	...	...	...	28'12	37'5	...	...	East Coast, central— Nellore.
...	...	...	...	...	...	31'87	60	...	...	320'62	329'37	East Coast, south— Madras.
...	...	20'62	23'12	...	...	...	...	...	...	...	...	Tanjore.
...	...	...	...	...	...	...	...	...	...	...	...	Trichinopoly.
25	27'5	...	...	...	...	...	...	31'25	31'25	...	...	Southern— Madura.
...	...	23'11	22'53	...	...	18'47	26'87	74'06	78'17	354	331'87	Mysore— Mysore.
...	...	17'5	22'86	...	...	29'5	39'2	52	65'86	394	411'3	Bangalore.



## WHOLESALE PRICES FOR THE 1st HALF OF DECEMBER 1897 AND 1898—concluded.

DISTRICTS.	GŌR.		SALT.		TOBACCO LEAF.		TURMERIC.		GRASS.		STRAW.	
	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.
<b>Rajputana—</b>												
<b>Eastern—</b>												
Ajmere . . . . .	53'33	50	...	...	...	...	...	...	10	5	10	5
<b>Panjab—</b>												
<b>Southern—</b>												
Ferozpur . . . . .	...	...	...	...	50	50	133'33	130	3'28	5	3'28	5'62
<b>Central—</b>												
Lahore . . . . .	...	...	...	...	53'33	57'13	100'31	114'27	6'67	...	4'43	6'67
<b>South-eastern—</b>												
Delhi . . . . .	...	...	...	...	80	80	123'07	123'07	7'97	5'73	6'67	8'91
<b>Submontane—</b>												
Amritsar . . . . .	...	...	...	...	36'25	...	...	...	...	...	4'01	5'31
<b>Northern—</b>												
Rawalpindi . . . . .	...	...	...	...	40	40	150	88'75	3'33	5	5	6'67
<b>Western—</b>												
Multan . . . . .	...	...	...	...	100	100	145'42	133'33	3'07	...	5	6'67
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	80	...	...	180	120	140	102'5	...	...	...	...
Shikarpur . . . . .	...	42'5	...	...	...	...	...	...	...	...	...	...
Quetta . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bombay—</b>												
<b>Deccan—</b>												
Dharwar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Sholapur . . . . .	59'11	...	...	...	...	...	...	...	...	...	...	...
Poona . . . . .	60'99	64'9	...	...	...	...	...	...	...	...	...	...
<b>Khandesh—</b>												
Ahmadnagar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Dhulia . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Gujarat—</b>												
Surat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ahmadabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
<b>Western—</b>												
Nagpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central—</b>												
Jubbulpore . . . . .	...	...	39	38'56	60	60	120	120	...	...	...	...
<b>Eastern—</b>												
Raipur . . . . .	...	...	40	42	130	180	130	120	...	...	...	...
<b>Berar—</b>												
Basim . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ellichpur . . . . .	...	...	...	...	200	320	130	76'25	...	...	...	...
Amraoti . . . . .	...	...	...	...	120	200	125	105	4	3	...	...
<b>Madras—</b>												
<b>South, central—</b>												
Coimbatore . . . . .	51'25	71'87	...	...	...	...	...	115	...	...	...	...
Salem . . . . .	...	...	...	...	120	111'25	89'37	51'87	...	...	6'25	6'87
<b>Central—</b>												
Bellary . . . . .	55'62	63'12	...	...	...	...	...	...	...	...	...	...
Cuddapah . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Karnul . . . . .	...	...	...	...	52'5	66'87	107'5	66'87	...	...	...	...
<b>East Coast, central—</b>												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	5	5
<b>East Coast, south—</b>												
Madras . . . . .	57'5	62'5	...	...	140	131'87	93'75	57'5	...	...	...	...
Tanjore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	118'12	118'12	...	...	...	...	...	...
<b>Southern—</b>												
Madura . . . . .	...	...	...	...	116'87	111'87	...	...	...	...	4'37	5'62
<b>Mysore—</b>												
Mysore . . . . .	87'75	68'56	...	...	374	374	140'25	116'87	10'71	10'71	7'14	7'14
Bangalore . . . . .	68'5	68'55	...	...	342'75	342'75	110'94	85'69	8'25	3'5	10'5	13'71

(a) Per 100 pullies weighing on an average 158 lbs.

The figures represent prices per ten maunds in rupees and decimals of a rupee.)

JAWAR STALKS.		BHUSA.		SHEEP, PER SCORE.		GOATS, PER SCORE.		PLOUGH BULLOCKS, PER PAIR.		DISTRICTS.
1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	
3'58	5	...	...	140	140	...	...	80	80	Rajputana— Eastern— Ajmere.
3'96	3'12	...	...	50	50	...	...	75	75	Panjab— Southern— Ferozpur.
...	6'67	...	...	100	100	...	...	112'5	105	Central— Lahore.
7'97	5	...	...	60	60	...	...	125	125	South-eastern— Delhi.
...	...	...	...	...	...	...	...	...	...	Submontane— Amritsar.
3'33	6'67	...	...	60	55	...	...	60	60	Northern— Rawalpindi.
5	3'33	...	...	50	50	...	...	70	70	Western— Multan.
...	...	...	...	...	...	...	...	...	...	Sind and Baluchistan— Karachi. Shikarpur.
...	...	7'81 and 8'44	9'37	40 to 140	40 to 140	...	...	...	...	Quetta.
...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dharwar. Sholapur. Poona.
...	...	...	...	...	...	...	...	...	...	Khandesh— Ahmadnagar. Dhulia.
...	...	...	...	...	...	...	...	...	...	Gujarat— Surat. Ahmadabad.
...	...	...	...	...	...	...	...	...	...	Central Provinces— Western— Nagpur.
...	...	...	...	60	60	...	...	70	70	Central— Jubbulpore.
...	...	...	...	40	40	...	...	42	35	Eastern— Raipur.
...	...	...	...	...	...	...	...	...	...	Berar— Basim. Ellichpur. Amratoti.
3	4	...	...	50	50	...	...	60	60	
...	...	...	...	50	50	...	...	80	90	
2'5	2'5	...	...	90	85	90	85	60	50	Madras— South, central— Coimbatore. Salem.
...	...	...	...	80	80	80	80	...	...	Central— Bellary. Cuddapah. Karnul.
...	...	...	...	100	120	100	120	120	140	East Coast, central— Nellore.
...	...	...	...	...	...	...	...	...	...	East Coast, south— Madras. Tanjore. Trichinopoly.
...	...	...	...	55	55	55	55	...	...	Southern— Madura.
...	...	...	...	...	...	...	...	40	40	Mysore— Mysore. Bangalore.
2'96	2'96	...	...	100	100	...	...	70	70	
...	...	...	...	200	160	...	...	160	120	

FINANCE AND COMMERCE DEPARTMENT.  
January 25, 1899.

J. A. ROBERTSON,  
Offg. Director-General of Statistics.  
H. H. RISLEY,  
Offg. Secretary to the Government of India.  
D



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE 1st HALF OF DECEMBER 1898. (*The figures represent*

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLUM (Sorghum vulgare).		BAJRA OR CUMRU (Penicillaria spicata).	
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Best sort.		Common.		Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
					Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.				
Burma—												
Tenasserim—												
Mergui . . . . .	...	...	...	...	12 —	12 —	12 14	12 14	...	...	...	...
Tavoy . . . . .	...	...	...	...	13 7	13 1	15 13	15 5	...	...	...	...
Moulmein and Amherst . . . . .	7 —	7 —	...	...	10 3	10 3	12 3	12 3	...	...	...	...
Pegu (deltaic)—												
Pegu . . . . .	...	...	...	...	10 2	10 2	14 3	14 3	...	...	...	...
Rangoon . . . . .	9 4	9 8	...	...	10 12	11 4	13 8	14 12	...	...	...	...
Thongwa . . . . .	...	...	...	...	11 7	11 7	11 15	11 15	...	...	...	...
Bassein . . . . .	...	...	...	...	13 —	12 6	13 9	13 9	...	...	...	...
Pegu (inland)—												
Tharawadi . . . . .	...	...	...	...	12 5	12 5	16 7	16 7	...	...	...	...
Henzada . . . . .	...	...	...	...	13 14	14 4	13 14	14 4	...	...	...	...
Frome . . . . .	...	...	...	...	9 3	9 15	13 4	13 4	...	...	...	...
Toungoo . . . . .	...	...	...	...	13 3	13 3	14 14	14 14	...	...	...	...
Thayetmyo . . . . .	13 6	13 6	...	...	11 10	11 3	15 5	13 12	39 3	39 3	...	...
Upper Burma—												
Mandalay . . . . .	14 10	17 9	...	...	11 13	11 13	12 13	12 13	...	...	...	...
Bamo . . . . .	...	...	...	...	10 3	10 3	13 6	13 6	...	...	...	...
Pakokku . . . . .	...	...	...	...	11 12	12 12	12 12	13 11	49 5	55 8	...	...
Meiktila . . . . .	...	...	...	...	13 2	13 2	15 5	15 5	56 14	28 7	...	...
Arakan—												
Sangoay . . . . .	...	...	...	...	16 12	18 4	21 —	24 11	...	...	...	...
Kyaukpyu . . . . .	...	...	...	...	12 4	12 4	13 4	13 3	...	...	...	...
Akyab . . . . .	...	...	...	...	14 —	14 —	15 —	15 —	...	...	...	...
Assam—												
Surma—												
Sylhet . . . . .	...	...	...	...	11 —	10 8	14 12	13 4	...	...	...	...
Cachar . . . . .	8 6½	8 6½	...	...	7 3½	6 14	10 —	10 11	...	...	...	...
Hill tracts—												
Khasi and Jaintia Hills . . . . .	5 —	5 —	...	...	5 2	5 —	6 10	6 8	...	...	...	...
Garo Hills . . . . .	...	9 —	...	...	4 —	4 —	16 —	15 —	...	...	...	...
Manipur . . . . .	...	...	...	...	27 —	26 —	33 —	32 —	...	...	...	...
Brahmaputra—												
Goalpara . . . . .	20 —	19 —	...	...	6 —	6 —	14 —	14 —	...	...	...	...
Kamrup . . . . .	9 —	9 8	...	...	9 8	9 —	14 —	13 8	...	...	...	...
Darrang . . . . .	8 —	8 —	...	...	10 —	8 —	13 —	12 —	...	...	...	...
Iowgong . . . . .	...	...	...	...	5 —	5 —	12 —	12 —	...	...	...	...
Sibsagar . . . . .	...	...	...	...	0 —	0 8	13 —	13 —	...	...	...	...
Lakhimpur . . . . .	7 8	8 —	...	...	6 —	6 —	12 —	12 4	...	...	...	...
Bengal—												
Eastern hill tracts—												
Naga Hills . . . . .	...	...	...	...	5 —	5 —	12 8	12 8	...	...	...	...
Eastern—												
Backerganj . . . . .	...	...	...	...	12 4 and 15 —	12 — to 17 8	13 4 and 16 —	13 8 to 19 8	...	...	...	...
Noakhali . . . . .	...	...	...	...	10 10	11 —	18 —	18 —	...	...	...	...
Chittagong . . . . .	...	...	...	...	12 —	12 —	14 —	14 —	...	...	...	...
Tippera . . . . .	...	...	...	...	13 5	13 —	18 13	20 —	...	...	...	...
Dacca . . . . .	13 —	13 —	26 —	26 —	12 —	12 —	19 —	19 —	...	...	...	...
Maimensingh . . . . .	13 8	13 8	10 —	10 —	10 —	10 —	13 —	13 —	...	...	...	...
Deltaic—												
Khuina . . . . .	...	...	...	...	13 —	14 —	16 —	20 —	...	...	...	...
24 Parganas . . . . .	...	...	...	...	8 —	8 —	13 12	13 8	...	...	...	...
Midnapur . . . . .	12 —	12 —	...	...	12 — and 18 —	11 — to 11 4	18 — to 20 —	15 — to 20 —	...	...	...	...
Howrah . . . . .	...	...	...	...	10 —	9 14	13 8	13 —	...	...	...	...
Calcutta . . . . .	13 —	13 —	17 12	17 12	8 —	8 —	11 6	12 4	17 12	18 3	15 —	14 8
Hooghly . . . . .	14 —	12 —	...	...	8 —	7 8	14 —	13 —	...	...	...	...
Nadua (Krishnagarh) . . . . .	14 8	13 1	...	...	6 2	6 2	15 9	10 —	...	...	...	...
Jessore . . . . .	10 —	11 —	10 —	12 —	11 7	10 8	18 —	18 —	...	...	...	...
Fardpur . . . . .	17 —	19 —	20 —	18 —	8 —	8 —	19 —	20 —	...	...	...	...

*the number of sers (of 80 tolas) and chittacks sold for one rupee.)*

MARUA OR RAGI ( <i>Eleusine corocana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADJAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
...	...	...	...	...	...	...	...	...	...	15 —	15 —	Burma—
...	...	...	...	9 5	9 5	...	...	7 —	7 —	14 10	14 10	Tenasserim—
...	...	...	...	...	...	...	...	...	...	14 —	14 —	Mergui.
...	...	...	...	...	...	...	...	...	...	...	...	Tavoy.
...	...	...	...	...	...	...	...	...	...	...	...	Moulmein and Amherst.
...	...	...	...	11 2	11 2	20 8	20 8	9 —	9 —	14 3	14 3	Pegu (deltaic)—
...	...	...	...	14 12	14 12	...	...	9 12	10 —	22 —	22 —	Pegu.
...	...	...	...	...	...	...	...	...	...	15 2	15 2	Rangoon.
...	...	...	...	9 13	9 13	...	...	...	...	15 15	15 15	Thongwa.
...	...	...	...	...	...	...	...	...	...	...	...	Bassein.
...	...	...	...	10 9	10 9	...	...	...	...	14 4	14 4	Pegu (inland)—
...	...	...	...	...	...	...	...	5 11	5 11	14 4	14 4	Tharawadi.
...	...	...	...	11 14	11 14	...	...	7 —	7 —	14 3	14 3	Henzada.
...	...	...	...	13 10	13 10	...	...	...	...	11 6	11 6	Prome.
...	...	...	...	14 3	14 3	45 1	56 2	10 10	9 13	14 8	14 8	Toungoo.
...	...	...	...	...	...	...	...	...	...	...	...	Thayetmyo.
...	...	...	...	10 7	10 7	29 5	29 5	10 15	10 9	15 2	15 2	Upper Burma—
...	...	...	...	10 11	10 11	...	...	6 7	6 7	9 7	9 7	Mandalay.
...	...	...	...	15 —	20 —	...	...	6 —	6 —	14 3	14 3	Bamo.
...	...	...	...	17 8	14 3	56 14	56 14	5 —	5 —	14 4	14 4	Pakokku.
...	...	...	...	...	...	...	...	...	...	...	...	Meiktila.
...	...	...	...	6 —	6 —	...	...	...	...	11 11	14 —	Arakan—
...	...	...	...	9 —	9 —	...	...	6 —	6 —	8 —	6 —	Sandoway.
...	...	...	...	...	...	...	...	...	...	...	...	Kyaukpypu.
...	...	...	...	...	...	...	...	...	...	...	...	Akyab.
...	...	...	...	11 8	10 8	...	...	...	...	10 —	9 12	Assam—
...	...	...	...	10 10½	10 10½	...	...	...	...	8 —	8 —	Surma—
...	...	...	...	6 6	6 —	11 —	11 —	...	...	7 —	7 —	Sylhet.
...	...	...	...	7 —	8 —	...	...	5 8	3 8	6 8	6 8	Cachar.
...	...	...	...	...	...	...	...	3 —	3 —	4 —	3 6	Hill tracts—
...	...	...	...	13 —	12 —	...	...	...	...	10 —	10 —	Khási and Jaintia Hills.
...	...	...	...	13 —	13 8	...	...	10 —	10 —	10 —	10 —	Garo Hills.
...	...	...	...	10 —	10 —	...	...	...	...	10 —	10 —	Manipur.
...	...	...	...	9 —	9 —	...	...	6 8	6 8	9 —	9 —	Brahmaputra—
...	...	...	...	10 —	10 —	...	...	...	...	8 8	8 8	Goalpara.
...	...	...	...	9 —	10 —	...	...	...	...	8 —	8 —	Kamrup.
...	...	...	...	...	...	...	...	...	...	...	...	Darrang.
...	...	...	...	...	...	...	...	...	...	...	...	Nowgong.
...	...	...	...	...	...	...	...	...	...	...	...	Sibsagar.
...	...	...	...	...	...	...	...	...	...	...	...	Lakhimpur.
...	...	...	...	4 —	4 —	...	...	4 8	4 8	4 8	4 8	Bengal—
...	...	...	...	16 —	16 —	...	...	...	...	10 —	10 —	Eastern hill tracts—
...	...	...	...	12 8	12 8	...	...	...	...	9 —	9 —	Nágá Hills.
...	...	...	...	13 —	13 —	...	...	...	...	10 8	10 8	Eastern—
...	...	...	...	15 —	15 —	...	...	14 —	14 —	10 —	10 —	Backerganj.
...	...	...	...	8 —	8 —	...	...	10 —	10 —	9 8	9 8	Noakhali.
...	...	...	...	13 —	13 —	...	...	11 —	11 —	10 —	10 —	Chittagong.
...	...	...	...	...	...	...	...	...	...	8 —	8 —	Tippera.
...	...	...	...	...	...	...	...	...	...	...	...	Dacca.
...	...	...	...	...	...	...	...	...	...	...	...	Maimensingh.
...	...	...	...	13 —	13 —	...	...	11 —	11 —	10 —	10 —	Deltaic—
...	...	...	...	18 —	18 —	...	...	13 —	11 8	10 11	10 6	Khulna.
...	...	...	...	15 —	15 —	...	...	13 —	...	11 —	11 —	24 Parganas.
...	...	...	...	15 —	15 8	...	...	11 8	11 4	10 8	10 8	Midnapur.
...	...	...	...	16 —	16 —	22 —	22 —	12 4	12 4	10 —	10 —	Howrah.
...	...	10 10	10 —	16 —	16 —	...	...	11 —	11 —	10 —	10 —	Calcutta.
...	...	...	...	22 13	22 1	...	...	22 13	24 10	11 7	11 7	Hoogly.
...	...	...	...	10 —	10 —	...	...	10 —	15 —	9 2	10 —	Nadia (Krishnagarh).
...	...	...	...	22 —	18 —	...	...	...	...	10 —	10 —	Jessore.
...	...	...	...	...	...	...	...	...	...	...	...	Faridpur.

• Not procurable.



## RETAIL PRICES FOR THE 1st HALF OF DECEMBER 1898—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Panicum spicatum).	
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Best sort.	Common.	Best sort.	Common.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
<b>Bengal—continued.</b>												
<i>Central—</i>												
Bankura . . . . .	13 12	13 12	...	...	13 12	13 12	19 8	21 4	...	...	...	...
Bardwan . . . . .	14 8	14 8	...	...	11 —	11 —	20 —	19 —	...	...	...	...
Birbhum . . . . .	14 5	15 —	...	...	12 —	12 —	18 —	18 —	...	...	...	...
Murshidabad . . . . .	18 — and 20 —	18 —	27 —	...	13 —	13 — and 15 —	17 — and 18 —	17 8	...	...	...	...
Santhal Parganas . . . . .	14 8	13 8	32 —	20 —	13 4	12 4	23 —	23 8	...	...	...	...
Pabna . . . . .	15 —	15 —	22 8	22 8	6 8	6 8	18 12	18 6	...	...	...	...
Bogra . . . . .	15 —	15 —	...	...	6 4	9 13	24 —	24 —	...	...	...	...
Rajshahi . . . . .	18 12	18 —	26 4	24 —	13 8	15 —	19 8	17 4	...	...	...	...
Malda . . . . .	18 —	18 —	...	...	10 —	10 —	16 —	17 —	...	...	30 —	...
<i>Northern—</i>												
Rangpur . . . . .	11 —	11 —	...	...	8 —	7 8	15 —	15 —	...	...	...	...
Dinajpur . . . . .	16 —	16 —	...	16 —	13 5	11 4	19 —	16 12	...	...	...	...
Jalpaiguri . . . . .	12 —	12 —	...	...	5 —	5 8	15 —	14 —	...	...	...	...
<i>Hills—</i>												
Darjeeling . . . . .	9 —	9 —	10 —	10 —	5 4	5 4	16 —	15 —	...	...	...	...
<i>Orissa—</i>												
Puri . . . . .	10 8	10 —	...	...	8 6	9 3	17 2	17 2	...	...	...	...
Cuttack . . . . .	11 3	11 13	...	...	10 8	10 8	15 12	16 6	...	...	...	...
Balasore . . . . .	13 —	13 —	10 8	10 8	14 —	14 —	18 —	18 —	...	...	...	...
<i>Chota-Nagpur—</i>												
Singbhum . . . . .	8 —	8 —	...	...	16 —	16 —	20 —	20 —	...	...	...	...
Manbhum . . . . .	13 8	13 —	16 —	20 —	11 8	11 —	22 —	20 —	20 —	...	...	...
Lohardaga . . . . .	8 — to 12 —	6 8 to 12 —	18 —	16 —	10 — to 13 —	16 —	19 —	19 —	...	...	...	...
Palamau . . . . .	18 —	18 —	30 6	30 6	18 9	15 12	20 —	20 4	...	...	...	...
Hazaribagh . . . . .	16 —	13 — and 14 8	27 —	22 —	8 —	8 —	17 12	17 8	...	...	...	...
<i>Bihar, south—</i>												
Monghyr . . . . .	18 —	18 —	18 —	22 —	10 —	10 8	16 —	14 —	...	...	...	...
Gaya . . . . .	18 —	16 8	32 —	27 —	11 —	11 —	20 —	19 8	25 —	26 —	...	...
Patna . . . . .	23 —	20 —	38 —	31 —	14 —	15 —	20 —	21 —	43 —	...	...	...
Shahabad . . . . .	18 — and 19 —	18 — and 19 —	32 —	...	10 — and 12 —	10 — and 12 —	17 — to 16 —	16 —	...	...	...	...
<i>Bihar, north—</i>												
Rohtas . . . . .	17 —	19 —	...	...	12 — and 16 —	12 —	20 —	20 —	...	...	...	...
Bhagalpur . . . . .	17 12	16 8	27 12	28 —	11 6	12 —	19 —	19 —	...	...	...	...
Barhanga . . . . .	16 —	16 —	20 8	19 —	11 —	11 —	10 —	12 —	...	...	...	...
Muzaffarpur . . . . .	16 —	16 —	35 —	25 —	8 —	7 —	15 —	13 —	...	...	...	...
Baran . . . . .	17 8	17 —	27 8	25 8	9 8	9 —	17 8	16 8	...	...	...	...
Cumnaparan . . . . .	14 8	14 8	20 8	21 —	6 8	6 8	15 —	15 8	...	...	...	...
<b>N.-W. Provinces—</b>												
<i>Eastern—</i>												
Muzapur . . . . .	14 12	14 10	23 8	23 —	11 8	5 8	14 —	15 —	22 —	22 —	21 —	21 —
Benares . . . . .	15 13 1	15 9 1	25 8	25 6	8 9	7 15 1	14 10	13 6 1	45 —	...	21 8	21 8
Guzapur . . . . .	16 0	16 —	24 —	24 8	7 8	7 8	14 10	14 4	23 —	24 —	20 8	15 8
Jaunpur . . . . .	17 —	16 12	25 —	20 —	0 —	0 —	16 8	15 8	24 8	...	...	...
Allahabad . . . . .	15 —	15 —	23 —	23 8	9 8	9 8	14 —	14 —	25 —	26 —	22 —	22 8
<i>Central—</i>												
Banda . . . . .	15 12	15 8	23 —	26 —	5 8	5 8	15 —	14 —	30 —	28 —	25 —	25 —
Fatehpur . . . . .	10 4	10 8	24 —	24 —	8 8	8 —	10 8	10 8	30 —	32 —	26 8	26 —
Hamirpur . . . . .	15 8	15 8	22 —	22 —	7 —	7 —	12 —	12 —	30 —	30 —	27 —	26 —
Jaunpur . . . . .	15 4	15 4	24 —	24 —	6 —	6 —	13 —	13 —	32 —	30 —	26 —	25 —
Cawnpore . . . . .	17 4	17 4	29 —	28 —	...	...	13 8	13 12	28 —	30 —	25 —	26 —
Jhansi . . . . .	15 —	15 8	26 —	26 12	9 —	9 —	12 4	12 4	29 —	24 —	22 8	22 —
Etawah . . . . .	17 12	17 12	26 4	28 —	5 —	5 —	15 —	15 8	28 4	30 8	26 8	25 12
Farukhabad . . . . .	19 1	19 1	31 6	32 11	4 12	4 12	12 4	12 12	30 —	30 —	28 10	28 10
Mainpuri . . . . .	19 4	19 6	27 8	31 —	...	...	12 —	12 —	25 8	30 —	29 —	31 —
Khat . . . . .	19 8	20 —	34 8	36 4	...	...	16 —	16 11	32 8	34 8	26 8	28 8
<i>Western—</i>												
Aicrur . . . . .	17 8	17 —	23 —	23 —	4 —	4 —	12 —	12 —	24 —	23 —	21 —	20 —
Agra . . . . .	17 8	18 —	29 —	28 8	9 —	8 —	11 —	10 —	29 —	28 8	25 8	25 —
Muttra . . . . .	18 —	17 8	31 4	29 12	6 8	6 —	11 12	12 4	32 8	32 8	25 2	25 8
Aigarh . . . . .	18 —	18 —	29 —	29 —	...	...	11 —	12 —	27 —	29 —	25 8	26 —
Bulandshahr . . . . .	18 8	18 8	31 8	30 —	5 —	5 —	12 —	12 —	30 8	31 —	25 —	25 —
<i>Submontane, east—</i>												
Bains . . . . .	16 —	15 —	25 —	23 12	6 12	6 12	13 —	11 4	...	...	19 —	20 —
Azamgarh . . . . .	16 4	16 —	24 12	24 12	4 7	4 7	15 9	15 8	...	...	...	...
Gorakhpur . . . . .	20 11	20 11	29 11	28 13	14 6	12 2	18 —	18 —	...	...	...	...
Basti . . . . .	20 8	19 6	28 —	25 —	18 8	16 4	20 —	17 12	27 —	27 —	25 3	27 —

represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MAHUA OR RAGI ( <i>Kleinsia cornucopia</i> ).		KANGNI OR RAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, GHOLA, KADALAY OR SUHAGA ( <i>Cicer arretinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADIAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	
...	...	...	...	14 —	14 —	...	...	12 —	12 —	10 —	10 —	Bengal—continued.
...	...	...	...	16 8	16 8	...	...	15 —	15 —	11 8	11 8	Central—Bankura.
...	...	...	...	18 —	16 —	...	...	15 —	15 —	10 8	10 8	Bardwan.
...	...	...	...	26 8	22 14	...	...	28 —	26 10	11 —	10 12	Birbhum.
...	...	...	...	20 —	17 —	40 —	39 —	24 —	23 8	10 8	9 4	Murshidabad.
...	...	...	...	16 8	16 8	...	...	22 —	22 —	9 12	9 12	Santhal Parganas.
...	...	...	...	10 —	15 5	...	...	...	...	9 12	9 12	Pabna.
...	...	...	...	24 —	24 —	...	...	24 —	23 12	9 12	9 12	Bogra.
...	...	...	...	20 —	22 —	...	...	...	...	9 8	9 —	Rajshahi.
...	...	...	...	15 —	15 —	24 —	18 —	9 —	9 —	10 —	10 —	Malda.
...	...	...	...	17 8	19 —	...	...	...	...	10 12	10 8	Northern—Rangpur.
...	...	...	...	15 —	15 —	...	...	12 —	12 —	10 —	10 —	Dinajpur.
...	...	...	...	...	...	...	...	...	...	...	...	Jalpaiguri.
14 —	14 —	...	...	11 —	11 —	26 —	26 —	8 —	8 —	8 8	8 —	Hills—Darjeeling.
...	...	...	...	14 7	13 10	...	...	15 —	15 7	13 6	13 4	Orissa—Puri.
...	...	...	...	17 1*	17 1*	...	...	21 —	19 11	10 12	10 12	Cuttack.
...	...	...	...	13 —	13 —	...	...	10 8	10 8	11 8	11 8	Balasore.
...	...	...	...	9 —	9 —	...	...	16 —	16 —	7 —	7 —	Chota-Nagpur—Singbhum.
...	...	...	...	17 —	17 —	22 —	...	20 —	20 —	10 8	10 —	Manbhum.
35 —	34 —	...	...	16 —	16 —	26 —	24 —	15 —	15 —	9 —	9 —	Lohardaga.
33 12	33 12	...	...	27 —	27 —	33 12	33 12	27 —	27 —	9 —	9 4	Palāmau.
24 —	27 —	...	...	22 8	18 —	22 8	26 —	17 12	18 —	8 8	8 —	Hazaribagh.
...	...	...	...	22 —	22 —	35 —	35 —	21 —	21 —	10 —	10 —	Bihar, south—Monghyr.
32 —	30 —	15 —	14 8	27 8	25 —	35 —	35 —	21 —	21 —	10 —	10 —	Gaya.
39 —	32 —	20 —	24 —	25 —	25 8	39 —	30 —	25 —	25 8	11 —	11 —	Patna.
...	...	...	...	25 —	and 25 —	30 —	and 32 —	22 —	and 21 —	10 8	10 8	Shahabad.
...	...	...	...	...	...	...	...	...	...	10 8	10 8	Bihar, north—Purnea.
...	...	...	...	22 12	21 8	40 4	38 —	20 4	16 10	10 —	10 —	Bhāgalpur.
30 —	28 —	...	...	20 —	19 —	30 —	27 8	18 —	18 —	10 —	10 —	Darbhanga.
27 8	25 —	...	...	22 —	19 —	28 —	25 —	22 8	22 —	11 —	11 —	Muzaffarpur.
30 —	24 —	16 —	16 —	23 4	23 —	28 —	26 —	24 8	22 —	10 8	10 8	Saran.
...	...	...	...	21 —	21 —	25 —	24 —	21 8	20 —	10 4	10 4	Champaran.
N.-W. Provinces—												
...	...	16 —	16 —	18 —	18 —	22 —	22 —	16 —	16 —	10 —	10 —	Eastern—Mirzapur.
...	...	15 6*	15 7	23 5	22 4	28 3	27 15	15 4	15 —	10 11	10 11	Benares.
...	...	10 —	16 —	24 —	22 8	28 —	28 —	10 —	10 8	9 8	9 8	Ghazipur.
...	...	...	...	21 8	21 8	24 8	26 —	18 —	18 —	11 4	11 4	Jaunpur.
...	...	21 —	19 8	20 —	19 4	23 8	22 8	15 —	22 —	10 8	10 8	Allahabad.
...	...	20 —	20 —	24 —	23 —	...	...	15 8	16 8	10 12	11 —	Central—Bānda.
...	...	...	...	21 12	21 8	...	...	16 8	16 —	10 12	10 12	Fatehpur.
...	...	...	...	25 —	25 —	26 —	27 —	16 —	16 —	10 4	10 4	Hamirpur.
14 —	14 —	20 —	21 —	25 —	25 —	...	...	16 —	16 —	10 12	10 8	Jalaun.
27 —	25 —	26 —	25 —	22 8	22 8	35 —	34 —	17 —	17 8	11 12	11 12	Cawnpore.
...	...	...	...	23 8	21 12	32 —	32 —	17 —	17 —	11 —	11 —	Jhānsi.
28 —	30 —	16 —	20 —	21 12	24 4	29 8	30 8	19 —	19 —	11 8	11 8	Etawan.
...	...	...	...	25 14	25 14	34 1	36 12	18 6	20 —	11 15	11 5	Farukhabad.
...	...	...	...	21 8	21 8	33 8	33 8	19 —	18 8	11 —	11 —	Mainpuri.
...	...	...	...	21 8	23 4	40 —	42 8	17 8	17 8	11 8	11 8	Etan.
...	...	...	...	19 8	19 8	25 8	24 —	15 8	15 8	11 8	11 8	Western—Meerut.
...	...	20 —	39 —	22 —	21 —	30 —	29 —	15 —	15 —	12 —	12 4	Agra.
...	...	20 —	19 —	23 12	23 4	31 —	29 12	16 8	17 4	12 —	12 —	Muttra.
...	...	16 —	...	22 —	23 —	34 —	35 —	16 8	18 —	11 8	11 8	Aligarh.
...	...	25 —	25 —	22 8	21 —	31 8	31 8	16 —	16 —	11 8	11 8	Bulandshahr.
24 —	24 —	18 —	18 —	25 —	21 4	26 —	22 —	15 —	15 8	10 —	10 —	Swāmīnāth, east—Ballia.
...	...	...	...	19 15	19 4	25 1	24 8	15 8	15 8	9 8	9 8	Azamgarh.
28 13	25 3	19 13	19 13	19 6	19 6	27 7	29 15	19 3	18 —	10 —	10 6	Gorakhpur.
...	...	...	...	19 —	18 8	24 4	23 —	17 8	17 8	11 —	11 4	Basti.



## RETAIL PRICES FOR THE 1st HALF OF DECEMBER 1898—continued (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetia spicata).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.		Common.		Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
					Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.				
N.-W. Provinces—contd.												
Submontane, west—												
Shahjahanpur . . . . .	19 8	20 —	36 —	33 —	5 4	5 4	17 4	15 8	—	—	29 —	28 —
Budaun . . . . .	19 —	19 —	33 —	34 —	7 8	7 8	15 —	15 —	30 —	28 —	28 —	26 —
Filibit . . . . .	19 8	18 8	32 —	31 4	5 4	5 —	16 8	14 —	26 —	—	23 —	21 4
Bareilly . . . . .	17 8	17 8	25 —	26 4	5 —	3 12	12 8	12 8	28 12	28 12	25 10	26 4
Moradabad . . . . .	18 12	18 4	29 —	29 —	5 4	5 —	13 12	13 —	32 —	32 8	25 —	27 —
Bijnor . . . . .	17 7	17 7	27 —	27 —	4 8	4 8	12 15	12 15	—	—	22 8	21 10
Muzaffarnagar . . . . .	18 7	18 11	28 10	28 9½	—	—	12 1	12 10	26 6	24 4	23 2	22 —
Saharanpur . . . . .	19 5	17 11	29 8	29 8	4 13	4 13	11 13	11 13	23 10	23 10	25 13	25 13
Dehra-Dun . . . . .	17 12	16 4	29 8	26 12	7 —	6 4	12 12	12 12	24 —	22 —	25 —	21 —
Hills—												
Naini Tal . . . . .	13 —	14 8	21 —	21 —	4 —	4 —	10 —	11 —	—	—	—	—
Almora . . . . .	13 4	13 4	17 —	16 —	5 —	5 4	11 —	11 —	—	—	—	—
Garhwal . . . . .	10 —	10 —	12 —	12 —	6 —	6 —	10 —	10 —	—	—	—	—
Oudh—												
Southern—												
Partabgarh . . . . .	18 —	18 —	28 —	28 —	—	—	17 —	16 —	28 —	28 —	26 —	27 —
Sultanpur . . . . .	19 8	19 —	28 8	28 8	9 8	8 —	19 —	19 —	26 —	26 —	21 —	21 —
Rae-Bareilly . . . . .	20 8	20 —	30 —	30 —	5 —	5 —	18 —	18 —	28 —	30 8	28 —	27 8
Unao . . . . .	17 —	17 8	25 —	25 —	8 —	6 8	16 —	16 —	26 —	28 —	26 —	26 —
Lucknow . . . . .	18 4	18 8	32 —	32 8	5 4	5 8	15 —	15 —	27 —	29 —	27 —	26 8
Hardoi . . . . .	19 —	19 —	35 —	35 —	—	—	20 —	20 —	35 —	35 —	29 —	30 —
Northern—												
Fyzabad . . . . .	18 8	19 —	30 —	29 —	12 8	12 —	18 —	17 8	26 —	28 —	23 8	23 —
Barabanki . . . . .	18 12	18 12	25 —	24 —	6 —	6 —	15 —	15 —	24 —	25 —	24 —	25 —
Gonda . . . . .	20 8	19 12	32 —	32 8	—	—	17 4	17 8	32 —	32 8	26 —	25 —
Bahraich . . . . .	20 —	24 —	40 —	40 —	7 —	7 —	18 —	19 —	40 —	40 —	29 —	24 —
Sitapur . . . . .	19 8	19 4	32 —	33 —	5 —	5 —	15 8	15 8	32 —	32 —	29 —	29 —
Kheri . . . . .	19 —	19 —	38 —	40 —	6 —	5 —	16 —	16 —	40 —	40 5	32 —	—
Rajputana—												
Eastern—												
Partabgarh . . . . .	20 5	20 5	31 4	31 4	7 —	7 13	11 11	10 15	35 15	32 13	—	—
Banswara . . . . .	13 12	13 12	15 —	15 —	6 4	6 4	14 6	15 —	—	—	—	—
Meywar (Udaipur) . . . . .	15 3	14 7	21 7	21 7	8 3	8 3	8 9	8 9	24 3	20 3	14 7	12 1
Hilly Tracts of Meywar (Dungarpur) . . . . .	16 —	16 —	—	21 —	7 —	6 8	8 8	8 8	—	—	—	—
Sironi . . . . .	12 —	12 —	20 —	20 —	5 —	5 —	6 —	6 —	13 —	13 —	13 —	13 —
Erinpura . . . . .	13 10	13 10	28 14	20 14	6 4	6 4	7 4	7 4	20 2	—	17 9	20 2
Ajmere . . . . .	14 8	14 2½	20 5½	20 —	6 5½	6 5½	9 2½	9 2½	23 —	22 —	18 —	18 —
Abu . . . . .	11 14½	11 14½	17 3	18 —	5 12	5 12	6 4	6 7	15 8	16 8	14 8	14 8
Kishengarh . . . . .	13 12	13 12	21 —	19 12	5 8	5 8	6 8	7 —	21 8	21 8	18 8	17 4
Bundi . . . . .	18 12	18 2	32 —	34 2	6 8	6 8	7 12	9 —	37 —	40 —	21 —	21 —
Kotah . . . . .	20 —	19 8	31 8	29 12	6 4	6 4	6 12	6 10	40 —	39 8	19 8	19 12
Jhalawar . . . . .	17 15	10 10½	43 8	52 5½	7 13	7 13	12 6	11 7½	34 1	32 15	23 11	23 5
Tonk . . . . .	13 8	13 9	22 4	22 13	4 —	4 —	7 —	7 —	22 15	26 7	20 4	21 2
Jaipur . . . . .	13 8	13 4	21 8	21 8	4 4	4 4	6 8	6 8	22 —	22 —	18 4	19 4
Kerauli . . . . .	17 3	16 9	31 14	30 10	10 5	10 —	11 9	11 4	33 —	33 2	26 4	24 6
Dholpur . . . . .	10 1	10 3½	27 —	27 —	9 —	8 12½	10 2	9 9	30 10½	30 10½	28 7	27 4½
Bhartpur . . . . .	17 —	17 3	29 13	30 —	5 —	5 —	8 —	8 —	32 7	32 8	26 6	26 6
Alwar . . . . .	15 13½	15 13½	23 14½	23 9½	5 12	5 12	9 2	9 2	25 4½	24 15½	22 8	22 2½
Deoli Cantonment . . . . .	10 —	10 3	21 7	23 1	4 —	4 —	6 —	6 —	28 —	27 12	22 12	22 3
Nasirabad Cantonment . . . . .	14 12	14 12	—	—	7 —	7 —	10 —	10 —	23 8	23 8	18 8	18 8
Balmer . . . . .	11 12	11 6	—	—	5 8	5 8	7 8	7 8	—	—	14 10	14 10
Aradria . . . . .	12 — &	12 8 &	—	—	6 —	6 —	7 —	7 —	—	—	—	—
Shanpura . . . . .	14 —	14 —	—	—	6 —	6 —	7 —	7 —	—	—	—	—
Western—	16 —	16 —	19 —	18 8	7 8	7 8	9 8	9 8	22 —	21 12	15 —	14 —
Jodhpur . . . . .	12 3 &	12 3 &	17 8	17 13	6 4	6 4	7 4	7 8	17 3	17 13	15 10 & 15 10 &	15 10 & 15 10 &
Jaisalmer . . . . .	12 13	12 13	—	—	6 —	6 —	10 —	10 6	16 —	16 —	13 —	13 3
Bikaner . . . . .	13 8	13 11½	16 —	16 —	3 8	3 12	5 5½	5 4	—	—	15 15	15 7½
Central India—												
Indore . . . . .	12 12	13 12	22 —	20 8	8 4	8 —	9 8	9 —	30 —	29 —	19 —	20 4
Nimach Cantonment . . . . .	15 —	15 —	—	—	7 —	7 —	8 —	8 —	26 —	26 —	19 —	19 —
Gwalior . . . . .	14 7½	14 3½	25 8	26 9	6 6	6 4	7 4½	6 14½	24 5	24 7	20 3	20 1½
Panjab—												
Southern—												
Hissar . . . . .	18 —	18 —	26 —	26 —	—	—	10 —	10 —	24 —	22 —	19 —	19 —
Ferozpur . . . . .	19 —	17 —	32 —	32 —	—	—	10 —	10 —	20 —	25 —	21 —	19 —
Central—												
Lahore . . . . .	17 —	18 —	33 —	35 —	—	—	12 —	12 —	25 —	25 —	19 —	19 —
Gujranwala . . . . .	19 —	20 —	40 —	40 —	—	—	13 —	14 —	26 —	32 —	18 —	14 —
Gujrat . . . . .	19 —	19 —	28 —	28 —	—	—	9 —	9 —	23 —	23 —	22 —	22 —
Jhelum . . . . .	19 —	19 —	32 —	32 —	—	—	12 —	12 —	24 —	24 —	24 —	24 —

represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MARUA OR RAGI (Eleusine corocana).		KANGNI OR KAKUN, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (Cicer arietinum).		MAIZE (Zea Mays).		ARHAR, OR THUR, CADIAN PNA (Cajanus indicus).		SALT.		DISTRICTS.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
...	...	...	32 —	25 4	24 —	...	30 —	18 4	17 —	11 —	11 —	N.-W. Provinces—contd.
...	...	30 —	21 —	24 8	25 —	36 —	33 —	18 —	17 8	10 12	10 12	Submontane, west— Shahjahanpur.
...	...	...	...	23 8	21 —	32 —	31 —	17 —	17 —	11 —	11 —	Budaun.
...	...	22 8	22 8	20 —	20 —	32 8	33 12	15 —	13 12	10 10	10 —	Pilibit.
...	...	...	20 —	19 —	18 12	33 —	34 —	15 —	15 —	11 —	11 —	Bareilly.
...	...	...	...	19 10	19 2	...	...	13 8	13 8	11 —	11 —	Moradabad.
...	...	...	...	20 15	20 7	28 1	25 5½	14 5	14 5	11 6	11 4	Bijnor.
23 10	23 10	26 14	26 14	20 15	20 7	31 3	31 3	15 1	15 1	11 4	11 4	Muzaffarnagar.
29 —	27 —	...	...	19 8	18 8	29 —	26 —	14 —	12 —	10 8	10 8	Saharanpur.
...	...	...	...	14 8	14 —	...	...	8 —	10 —	8 —	8 —	Dehra-Dun.
18 —	17 —	...	...	8 —	8 —	...	...	11 —	11 —	8 8	8 8	Hills— Naini Tal.
...	...	...	...	8 —	8 —	...	...	6 —	7 —	6 —	6 —	Almora.
...	...	...	...	...	...	...	...	...	...	...	...	Garhwal.
...	...	...	...	21 —	21 —	...	...	16 —	16 —	10 8	10 12	Oudh—
32 —	32 —	...	...	24 —	24 —	...	23 —	18 —	18 —	10 8	10 8	Southern—
40 —	30 —	22 —	28 —	19 —	18 —	27 —	27 —	17 —	16 —	11 —	11 —	Partabgarh.
...	...	24 —	19 8	19 8	19 8	33 —	33 —	17 —	17 —	11 —	11 —	Sultanpur.
...	...	26 —	26 8	20 —	20 —	30 —	30 —	18 —	18 —	11 4	11 4	Rae-Bareilly.
...	...	...	...	28 —	28 —	31 —	32 —	15 —	12 —	10 8	10 8	Unao.
...	...	20 —	...	23 —	24 8	27 8	27 —	18 —	18 12	11 —	11 —	Lucknow.
...	...	...	...	21 —	21 —	30 —	30 —	19 —	18 —	11 —	11 —	Hardoi.
...	...	12 —	14 —	23 8	24 12	32 8	32 8	18 8	17 4	10 8	10 8	Northern—
49 —	49 —	20 —	18 —	25 —	26 —	34 —	34 —	19 8	19 —	10 —	10 —	Fyzabad.
40 —	42 —	28 —	29 —	25 —	24 —	28 —	29 —	18 —	16 8	11 —	11 —	Barabanki.
...	...	...	...	26 —	23 —	38 —	40 —	20 —	16 —	11 —	11 —	Gonda.
...	...	...	...	23 7	23 7	29 1	37 8	17 3	12 8	21 1	20 9	Bahraich.
...	...	...	...	21 4	20 —	33 2	33 12	13 12	...	8 2	8 2	Sitapur.
...	...	12 14	12 8	16 —	14 7	25 12	24 3	10 15	10 8	10 2	10 2	Kheri.
...	...	15 —	16 8	18 —	19 —	30 —	30 —	...	...	10 —	10 —	Rajputana—
...	...	...	...	16 —	16 —	18 —	18 —	...	...	11 8	11 8	Eastern—
...	...	...	...	19 5	19 5	...	...	...	...	12 4	12 4	Partabgarh.
...	...	9 8	7 8	18 —	17 8	22 —	22 —	...	...	12 8	12 8	Banswara.
...	...	...	...	16 8	17 —	20 —	20 —	10 2 & 8 12 &	8 12 &	11 —	11 —	Meywar (Udaipur).
...	...	...	...	19 8	19 4	21 —	19 —	...	...	12 12	12 12	Hilly Tracts of Meywar (Dangarpur).
...	...	...	...	13 —	20 12	34 —	36 12	...	...	10 8	10 12	Sirohi.
...	...	...	...	24 4	22 12	40 —	39 8	9 14	8 14	9 14	10 0	Erinpura.
...	...	29 8	29 8	20 6	20 3	47 10	46 7	10 13	10 13	10 1	9 9	Ajmere.
...	...	...	...	19 12	18 10	22 9	...	...	...	10 —	10 2	Abu.
...	...	21 —	21 —	17 12 &	17 4 &	22 8	23 —	19 —	19 —	12 —	12 —	Kishengarh.
...	...	23 12	24 1	24 6	24 6	...	...	25 —	25 —	10 15	10 15	Bundi.
...	...	22 8	22 8	23 14	23 15	...	...	10 14	16 14	11 8	11 8	Kotah.
...	...	24 6	23 8	24 —	23 5	26 4	25 —	12 7	12 15	11 12	11 12	Jhalawar.
...	...	14 —	14 —	22 8	22 4	24 2	23 11	23 —	23 —	12 10	12 10	Tonk.
...	...	...	...	19 6	19 —	...	...	...	...	11 8	11 8	Jaipur.
...	...	...	...	18 8	18 8	...	...	13 —	13 —	13 —	13 —	Kerauli.
...	...	...	...	9 —	9 —	...	...	...	...	13 8	13 5	Dholpur.
...	...	...	...	16 8	16 8	20 —	19 12	8 —	8 —	12 —	12 —	Bhartpur.
...	...	...	...	16 8	16 8	21 —	18 10	...	...	11 4	11 2	Alwar.
...	...	...	...	14 —	14 10	18 12	18 12	8 12	9 6	12 13	12 13	Deoli Cantonment.
...	...	...	...	12 —	12 —	...	...	...	...	21 —	21 —	Nasirabad Cantonment.
...	...	...	...	16 8	16 8	...	...	10 —	9 —	12 —	12 —	Balmer.
...	...	...	...	18 —	17 8	36 —	34 —	22 —	24 —	11 —	11 —	Anadra.
...	...	...	...	17 8	17 8	...	...	11 —	11 —	12 —	12 —	Shahpura.
...	...	4 4	3 3	20 2	19 14	25 8	25 8	19 2	17 8	9 11	9 7	Western—
...	...	...	...	...	...	...	...	...	...	...	...	Jodhpur.
...	...	...	...	...	...	...	...	...	...	...	...	Jaisalmer.
...	...	...	...	...	...	...	...	...	...	...	...	Bikaner.
...	...	...	...	18 —	17 8	36 —	34 —	22 —	24 —	11 —	11 —	Central India—
...	...	...	...	17 8	17 8	...	...	11 —	11 —	12 —	12 —	Indore.
...	...	...	...	20 2	19 14	25 8	25 8	19 2	17 8	9 11	9 7	Nimach Cantonment.
...	...	...	...	...	...	...	...	...	...	...	...	Gwalior.
...	...	...	...	24 —	23 —	...	...	...	...	...	...	Panjab—
...	...	...	...	24 —	24 —	26 —	28 —	11 —	11 —	12 8	12 8	Southern—
...	...	...	...	...	...	...	...	...	...	...	...	Hissar.
...	...	...	...	...	...	...	...	...	...	...	...	Ferozpur.
...	...	...	...	22 —	22 —	21 —	22 —	27 —	12 —	12 12	12 14	Central—
...	...	...	...	22 —	24 —	21 —	23 —	25 —	...	13 8	13 8	Lahore.
...	...	...	...	10 —	10 —	20 —	20 —	23 —	...	13 —	14 —	Gujranwala.
...	...	...	...	22 —	21 —	21 —	23 —	9 —	10 —	14 —	14 —	Gujrat.
...	...	...	...	...	...	...	...	...	...	...	...	Jhelam.

\* Not sold.

† Not produced.

‡ Not procurable.

§ Unhusked.

|| Husked.



## RETAIL PRICES FOR THE 1st HALF OF DECEMBER 1898—continued.

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMM (Pennisetia spicata).	
					Best sort.		Common.					
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
<b>Panjab—continued.</b>												
<i>South-eastern—</i>												
Gurgaon . . . . .	16 —	16 —	25 —	25 —	...	...	9 —	9 —	25 —	24 —	23 —	22 —
Delhi . . . . .	17 —	17 —	25 —	25 —	...	...	12 —	12 —	24 —	25 —	22 —	22 —
Rohtak . . . . .	16 —	17 —	24 —	24 —	...	...	13 —	13 —	23 —	24 —	20 —	21 —
Karnal . . . . .	18 —	18 —	31 —	31 —	...	...	10 —	8 —	27 —	27 —	20 —	20 —
<i>Submontane—</i>												
Ambala . . . . .	20 —	20 —	25 —	25 —	...	...	11 —	12 —	29 —	26 —	23 —	21 —
Ludhiana . . . . .	22 —	22 —	33 —	34 —	...	...	11 —	11 —	28 —	29 —	22 —	23 —
Jalandhar . . . . .	21 —	21 —	30 —	30 —	...	...	8 —	10 —	27 —	26 —	21 —	21 —
Hoshiarpur . . . . .	20 —	20 —	28 —	28 —	...	...	12 —	12 —	24 —	23 —	17 —	16 —
Gurdaspur . . . . .	21 —	21 —	40 —	40 —	...	...	13 —	13 —	28 —	28 —	11 —	11 —
Amritsar . . . . .	19 —	19 —	34 —	34 —	...	...	11 —	11 —	25 —	25 —	17 —	18 —
Sialkot . . . . .	19 —	19 —	34 —	33 —	...	...	14 —	14 —	24 —	31 —	22 —	22 —
<i>Hills—</i>												
Simla . . . . .	15 —	16 —	21 —	21 —	...	...	10 —	10 —	24 —	24 —	17 —	17 —
Kangra . . . . .	20 —	20 —	28 —	28 —	...	...	15 —	15 —	†	†	†	†
<i>Northern—</i>												
Rawalpindi . . . . .	17 —	17 —	31 —	30 —	...	...	10 —	9 —	34 —	31 —	21 —	22 —
Hazara . . . . .	19 —	18 —	18 —	20 —	...	...	10 —	10 —	†	†	18 —	18 —
Peshawar . . . . .	15 —	16 —	29 —	31 —	...	...	10 —	10 —	36 —	35 —	20 —	19 —
Kohat . . . . .	16 —	16 —	23 —	24 —	...	...	13 —	12 —	†	†	21 —	20 —
Bannu . . . . .	20 —	20 —	35 —	30 —	...	...	14 —	14 —	41 —	41 —	26 —	28 —
<i>Western—</i>												
Shahpur . . . . .	20 —	20 —	32 —	30 —	...	...	11 —	8 —	22 —	22 —	22 —	22 —
Jhang . . . . .	20 —	19 —	27 —	26 —	...	...	12 —	12 —	36 —	31 —	27 —	26 —
Multan . . . . .	16 —	16 —	24 —	24 —	...	...	10 —	10 —	26 —	25 —	24 —	24 —
Montgomery . . . . .	19 —	19 —	24 —	†	...	...	13 —	10 —	28 —	†	24 —	†
Dera Ismael Khan . . . . .	19 —	18 —	24 —	24 —	...	...	8 —	8 —	24 —	25 —	23 —	24 —
Muzaffargarh . . . . .	18 —	18 —	23 —	23 —	...	...	15 —	15 —	20 —	20 —	22 —	22 —
Dera Ghazi Khan . . . . .	15 —	16 —	23 —	22 —	...	...	14 —	14 —	22 —	22 —	20 —	21 —
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	13 —	13 —	...	...	8 8	8 —	9 —	9 —	20 —	19 —	18 —	16 —
Hyderabad . . . . .	13 —	13 —	...	...	7 —	7 —	10 —	10 —	20 —	20 —	20 —	20 —
Thar and Parkar (Umarkot) . . . . .	13 —	13 —	...	...	19 —	19 —	20 —	20 —	...	...	17 —	18 —
Shikarpur . . . . .	15 —	15 —	...	...	8 —	8 —	9 —	9 —	26 —	26 —	23 —	22 —
Upper Sind Frontier . . . . .	13 —	13 —	...	...	8 —	8 —	9 —	9 —	32 —	32 —	27 —	27 —
Quetta . . . . .	13 8	13 8	...	...	...	...	...	...	...	...	...	...
	to 14 8	to 14 8	17 —	17 —	4 —	4 —	7 —	7 —	20 —	20 —	16 —	15 8
<b>Bombay—</b>												
<i>Konkan—</i>												
Karwar . . . . .	8 5	8 5	...	...	7 10	7 10	10 10	10 10	13 5	13 5	12 3	12 3
Ratnagiri . . . . .	8 2	8 2	...	...	10 14	10 14	11 6	11 6	13 —	13 —	13 4	13 4
Alibag . . . . .	9 4	9 4	...	...	10 13	10 13	12 10	12 10	...	...	11 3	11 3
Bombay . . . . .	8 7	8 7	...	...	6 6	6 6	10 6	10 6	14 11	14 11	14 9	14 9
Tanna . . . . .	10 15	10 15	...	...	12 —	11 2	12 15	12 —	*	*	10 3	15 5
<i>Deccan—</i>												
Dharwar . . . . .	12 14	11 —	...	...	11 7	11 7	13 6	12 7	28 5	22 10	18 10	18 10
Belgaum . . . . .	10 11	10 11	...	...	11 13	11 13	12 1	12 1	20 12	19 11	20 —	18 8
Satara . . . . .	13 1	12 5	...	...	8 14	8 14	11 10	10 2	19 12	10 15	19 7	16 10
Sholapur . . . . .	13 8	13 8	...	...	11 8	12 7	12 11	13 10	25 —	24 5	25 —	24 9
Bijapur . . . . .	15 1	13 5	...	...	7 6	7 6	12 5	11 6	30 9	28 13	29 1	28 3
Poona . . . . .	10 7	10 7	...	...	9 1	8 8	10 3	9 10	20 —	18 13	18 6	17 4
<i>Khandesh—</i>												
Ahmadnagar . . . . .	12 5	12 5	...	...	8 1	8 1	11 5	11 5	19 4	19 4	19 —	17 4
Nasik . . . . .	12 15	11 8	...	...	8 2	8 2	9 8	9 8	25 14	27 10	10 15	10 15
Unhla . . . . .	12 4	12 4	...	...	7 7	7 7	9 7	9 7	25 14	27 10	22 1	22 1
<i>Gujarat—</i>												
Surat . . . . .	10 10	10 10	...	...	7 6	7 6	8 5	8 5	23 2	23 2	18 1	18 9
Broach . . . . .	12 —	11 8	...	...	8 —	8 —	10 —	10 —	21 —	20 —	18 —	18 —
Kaira . . . . .	13 —	13 —	...	...	8 —	8 —	11 —	11 —	20 —	20 —	19 —	19 —
Baroda Cantonment . . . . .	10 —	10 —	...	...	6 8	6 8	8 8	8 8	17 —	16 —	17 —	16 —
Ahmadabad . . . . .	12 —	12 —	...	...	6 8	6 8	12 8	12 8	22 —	21 8	18 —	18 —
Godhra . . . . .	10 —	10 —	...	...	8 —	8 —	10 8	10 8	...	...	17 —	17 —
Disa Cantonment . . . . .	13 —	13 —	...	...	6 8	6 8	9 —	9 —	24 —	21 —	18 —	17 8
<i>Kathiawar—</i>												
Rajkot . . . . .	14 15	15 4	...	...	6 10	6 10	10 —	10 —	22 13	21 3	15 6	16 3
<b>Central Provinces—</b>												
<i>Western—</i>												
Nimar . . . . .	12 13	12 —	...	...	6 5	6 5	12 8	12 8	27 9	29 12	...	...
Khandwa . . . . .	11 8	11 —	...	...	8 8	8 8	12 —	12 —	30 —	30 —	21 —	21 —
Hoshangabad . . . . .	12 8	12 8	...	...	9 —	9 —	15 3	12 11	24 —	24 —	...	...
Betul . . . . .	13 8	14 0	...	...	12 —	12 —	14 0	14 0	24 —	21 10	...	...
Chhindwara . . . . .	14 —	10 —	...	...	10 —	8 —	13 —	11 —	23 —	24 —	...	...
Nagpur . . . . .	13 12	13 12	...	...	11 4	12 8	14 6	14 6	21 14	21 14	...	...
Wardha . . . . .	13 5	13 5	...	...	6 —	6 11	11 7	11 7	22 13	22 13	...	...

\* Not sold.

† Not produced.

‡ Not procurable.

represent the number of sars (of 80 tolas) and chittaks sold for one rupee.)

MAHUA OR RAGI ( <i>Eleusine coracana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, GHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arvensium</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADJAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
†	†	†	†	21 —	21 —	26 —	25 —	15 —	15 —	11 —	11 —	Panjab—continued.
†	†	14 —	13 —	20 —	20 —	27 —	27 —	14 —	13 —	12 —	12 —	
33 —	33 —	10 —	10 —	21 —	21 —	27 —	28 —	10 —	10 —	11 —	11 —	South-eastern—
		12 —	8 —	20 —	20 —	27 —	28 —	16 —	15 —	10 8	10 8	Gurgaon.
												Delhi.
												Rohtak.
												Karnal.
												Submontane—
		16 —	16 —	22 —	22 —	30 —	29 —	†	†	12 12	12 12	Ambala.
		18 —	18 —	25 —	26 —	33 —	34 —	11 —	11 —	13 —	13 —	Ludhiana.
		20 —	20 —	24 —	23 —	30 —	29 —	†	†	13 —	13 —	Jalandhar.
20 —	20 —	14 —	14 —	23 —	23 —	27 —	26 —	8 —	6 —	12 12	12 12	Hoshiarpur.
		16 —	16 —	22 —	22 —	30 —	28 —	†	†	12 —	12 —	Gurdaspur.
		21 —	21 —	24 —	24 —	27 —	29 —	11 —	11 —	12 —	12 —	Amritsar.
		†	†	22 —	20 —	23 —	23 —	†	†	13 12	13 12	Sialkot.
												Hills—
18 —	18 —	10 —	10 —	16 —	17 —	21 —	24 —	8 —	8 —	9 —	9 8	Simla.
†	†	†	†	19 —	19 —	28 —	30 —	14 —	14 —	11 —	11 —	Kangra.
												Northern—
		15 —	16 —	21 —	20 —	25 —	24 —	11 —	11 —	13 12	13 —	Rawalpindi.
		†	†	16 —	16 —	25 —	25 —	†	†	11 8	11 8	Hazara.
		18 —	18 —	17 —	18 —	26 —	27 —	11 —	10 —	17 —	17 —	Peshawar.
		†	†	19 —	19 —	23 —	23 —	†	†	16 10	15 5	Kohat.
13 —	13 —	7 —	7 —	20 —	20 —	32 —	33 —	10 —	10 —	20 10	20 10	Bannu.
												Western—
24 —	24 —	16 —	16 —	25 —	24 —	22 —	20 —	†	†	13 —	13 —	Shahpur.
35 —	40 —	35 —	40 —	22 —	20 —	31 —	32 —	6 —	6 —	12 12	12 12	Jhang.
		20 —	20 —	19 —	18 —	26 —	24 —	†	†	12 8	12 8	Multan.
		†	†	24 —	23 —	28 —	†	10 —	10 —	12 8	12 8	Montgomery.
		†	†	23 —	23 —	30 —	30 —	11 —	†	15 12	16 6	Dera Ismael Khan.
		†	†	19 —	19 —	†	†	8 —	8 —	12 —	12 —	Muzaffargarh.
		†	†	19 —	20 —	†	†	†	†	11 —	11 —	Dera Ghazi Khan.
												Sind and Baluchistan—
				18 —	16 —	...	...	10 —	10 —	13 8	13 —	Karachi.
				14 —	14 —	...	...	8 4	8 —	12 —	12 —	Hyderabad.
				8 —	8 —	...	...	...	...	12 —	12 —	Thar and Parkar (Umarkot).
				19 8	19 8	...	...	12 —	12 —	12 —	12 —	Shikarpur.
				19 —	19 —	...	...	8 —	8 —	11 —	11 —	Upper Sind Frontier.
												Quetta.
†	†	8 —	7 —	15 —	15 —	16 —	16 —	8 —	8 —	9 —	9 —	Bombay—
												Konkan—
16 3	16 3	...	...	10 9	10 9	...	...	9 6	9 6	10 10	10 10	Karwar.
14 11	14 11	...	...	12 6	12 6	...	...	9 7	9 7	11 11	11 11	Ratnagiri.
...	...	...	...	11 14	11 8	...	...	8 12	8 12	12 5	12 5	Alibag.
11 4	11 4	...	...	13 12	13 12	...	...	10 3	10 3	11 9	11 9	Bombay.
...	...	...	...	13 5	13 5	...	...	10 15	10 15	12 4	12 4	Tanna.
												Deccan—
				11 14	12 12	...	...	9 12	9 2	10 8	9 12	Dharwar.
				11 —	12 —	...	...	9 12	9 4	10 12	10 5	Belgaum.
				13 1	11 10	...	...	9 13	9 13	11 —	11 —	Satara.
				16 3	17 2	...	...	13 2	13 2	11 10	11 4	Sholapur.
				13 6	12 8	...	...	11 12	11 12	11 6	10 15	Bijapur.
				13 13	12 10	...	...	9 4	9 4	11 13	11 13	Poona.
												Khandesh—
				15 5	13 14	...	...	12 9	11 3	12 1	12 1	Ahmadnagar.
19 9	19 9	...	...	14 13	14 4	...	...	11 6	11 6	12 1	12 1	Nasik.
...	...	...	...	13 3	12 6	...	...	12 —	12 —	10 9	10 9	Dhulia.
												Gujarat—
				12 15	12 15	...	...	13 14	14 13	12 —	12 —	Surat.
				12 —	11 8	...	...	14 —	13 —	13 4	13 4	Broach.
				15 —	15 —	...	...	10 —	10 —	12 3	12 3	Kaira.
24 —	24 —	...	...	12 —	11 —	...	...	13 —	11 8	11 8	11 8	Baroda Cantonment.
20 —	18 —	...	...	13 8	13 8	...	...	17 8	17 8	13 8	13 8	Ahmadabad.
		...	...	10 —	10 —	...	...	11 —	11 —	12 —	12 —	Godhra.
23 —	23 —	...	...	17 —	17 —	...	...	12 —	12 —	12 12	12 12	Disa Cantonment.
												Kathiawar—
				17 4	16 11	...	...	11 —	11 —	81 10	81 10	Rajkot.
												Central Provinces—
												Western—
				14 3	14 3	...	...	12 1	12 1	10 14	10 14	Nimar.
				13 —	13 —	...	...	†	†	9 —	9 —	Khandwa.
				18 —	18 —	...	...	14 6	14 6	9 2	9 2	Hoshangabad.
				14 6	14 —	...	...	10 —	10 —	9 —	9 —	Betul.
				17 —	15 —	...	...	13 —	12 —	9 —	9 —	Chhindwara.
				16 4	16 4	...	...	15 —	15 —	10 —	10 —	Nagpur.
				14 9	14 9	...	...	10 —	13 5	10 11	10 11	Wardna.

\* Not sold.

† Not produced.

‡ Not procurable.

E



## RETAIL PRICES FOR THE 1st HALF OF DECEMBER 1898—concluded. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetia spicata).	
					Best sort.		Common.					
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
<b>Central Provinces—contd.</b>												
<i>Central—</i>												
Narsinghpur . . . . .	12 13	12 13	...	...	8 —	8 —	11 7	11 7	19 3	19 3	...	...
Saugor . . . . .	14 8	14 8	...	...	13 6	13 6	14 2	14 2	24 —	24 —	...	...
Damoh . . . . .	14 1	14 1	...	...	14 1	13 5	14 9	14 1	...	21 10	...	...
Jubbulpore . . . . .	15 —	15 8	...	...	12 —	11 —	10 —	18 —	27 —	21 —	...	...
Mandla . . . . .	17 —	16 —	...	...	14 —	13 —	20 —	20 —	...	...	...	...
Seoni . . . . .	17 8	18 —	...	...	9 —	10 —	16 —	15 —	25 —	25 —	...	...
Balaghat . . . . .	12 —	12 —	...	...	13 —	12 8	17 8	16 —	...	...	...	...
Bhandara . . . . .	16 4	...	...	...	...	...	16 4	15 —	...	...	...	...
Chanda . . . . .	14 2	14 11	...	...	...	...	15 8	15 8	25 5	22 1	...	...
<i>Eastern—</i>												
Bilaspur . . . . .	18 4	18 4	...	...	16 —	16 —	25 10	25 10	...	...	...	...
Raipur . . . . .	17 —	16 4	...	...	10 —	10 —	16 —	16 4	...	...	...	...
Sambalpur . . . . .	13 —	13 —	...	...	11 —	11 —	17 —	17 —	...	...	...	...
<i>Berar—</i>												
Buldana . . . . .	11 —	10 8	...	...	6 8	6 8	8 —	8 —	31 8	30 —	26 —	26 —
Basim . . . . .	12 —	11 8	...	...	6 —	6 —	9 —	9 —	30 —	25 8	...	...
Akola . . . . .	11 4	10 8	...	...	6 —	6 —	7 8	6 12	32 —	32 —	...	...
Ellichpur . . . . .	10 —	10 —	...	...	6 —	6 —	8 —	8 —	25 —	25 —	16 —	16 —
Amratoti . . . . .	11 —	10 —	...	...	7 —	8 —	10 —	11 —	27 —	26 —	20 —	20 —
Wun . . . . .	12 —	12 —	...	...	7 —	7 —	8 —	8 —	28 —	28 —	18 —	20 —
<i>Nizam's Territories—</i>												
Secunderabad . . . . .	10 2½	10 2½	...	...	5 —	5 5	7 7	6 3	15 12	14 4	14 10	14 6
Eolaram . . . . .	9 5	8 12	...	...	5 13	5 13	9 10	9 10	10 15	10 5	...	...
Chadarghat . . . . .	9 6	10 —	...	...	7 8	7 8	12 —	12 8	23 12	20 —	25 —	23 12
<i>Madras—</i>												
<i>Malabar Coast—</i>												
Malabar . . . . .	...	...	...	...	...	...	10 2	10 2	...	...	...	...
S. Canara . . . . .	...	...	...	...	...	...	12 —	10 11	...	...	...	...
<i>South, central—</i>												
Coimbatore . . . . .	...	...	...	...	...	...	10 —	10 —	16 2	16 2	19 2	17 8
Nilgiris . . . . .	...	...	...	...	...	...	7 3	7 3	...	...	...	...
Salem . . . . .	...	...	...	...	...	...	10 5	10 5	18 3	17 11	14 13	14 13
<i>Central—</i>												
Bellary . . . . .	...	...	...	...	...	...	9 11	9 11	25 11	24 11	...	...
Anantapur . . . . .	...	...	...	...	...	...	11 5	11 5	25 11	27 5	...	...
Cuddapah . . . . .	...	...	...	...	...	...	9 11	9 11	20 10	19 —	18 14	18 8
Karnul . . . . .	...	...	...	...	...	...	10 —	9 5	26 11	25 11	...	...
<i>East Coast, north—</i>												
Ganjam . . . . .	...	...	...	...	...	...	12 —	12 —	...	...	...	...
Vizagapatam . . . . .	...	...	...	...	...	...	12 6	11 14	...	...	21 13	21 13
Godavari . . . . .	...	...	...	...	...	...	12 —	11 —	16 13	17 5	...	...
<i>East Coast, central—</i>												
Kistna . . . . .	...	...	...	...	...	...	14 13	13 3	14 11	16 13	...	...
Nellore . . . . .	...	...	...	...	...	...	10 10	11 6	15 6	14 14	14 2	13 13
<i>East Coast, south—</i>												
Madras . . . . .	...	...	...	...	...	...	9 13	9 6	...	13 10	...	...
Chingleput . . . . .	...	...	...	...	...	...	12 —	9 6	...	...	...	...
N. Arcot . . . . .	...	...	...	...	...	...	11 5	11 5	15 8	16 6	...	...
S. Arcot . . . . .	...	...	...	...	...	...	10 14	10 8	...	...	20 13	20 —
Tanjore . . . . .	...	...	...	...	...	...	13 —	12 3	...	...	24 11	24 11
Trichinopoly . . . . .	...	...	...	...	...	...	10 8	9 13	15 6	15 2	22 13	20 5
<i>Southern—</i>												
Tinnevely . . . . .	...	...	...	...	...	...	10 14	10 10	15 —	14 10	12 2	12 6
Madura . . . . .	...	...	...	...	...	...	10 2	10 2	10 3	10 3	15 6	14 11
<i>Mysore—</i>												
Mysore . . . . .	8 5	8 5	...	...	8 —	8 5	9 1	9 —	20 —	20 —	20 —	20 —
Bangalore . . . . .	7 —	6 8	7 —	6 4	7 8	6 8	8 —	7 —	15 —	15 —	...	...
Kolar . . . . .	7 —	7 —	6 —	6 —	8 —	8 —	9 —	9 —	...	...	...	...
Tumkur . . . . .	8 —	8 —	...	...	8 —	8 —	8 12	8 12	...	...	...	...
Hassan . . . . .	...	...	8 —	8 —	9 —	9 —	10 —	10 —	...	...	...	...
Kadur . . . . .	9 —	9 —	9 —	9 —	8 —	8 —	10 —	10 —	18 —	18 —	...	...
Shimoga . . . . .	10 4	8 6	11 5	9 7	7 14	7 6	11 —	11 9	26 5	24 2	...	...
Chitaldrug . . . . .	8 —	8 —	8 —	8 —	9 —	9 —	10 —	10 —	25 —	25 —	16 —	16 —
<i>Coorg—</i>												
Coorg . . . . .	7 8	7 —	8 —	8 —	7 8	7 8	10 8	10 8	...	...	...	...
<i>Aden . . . . .</i>	7 8	7 8	...	...	6 9	6 9	7 7	7 7	12 15	13 2	8 9	9 6

\* Not sold.

represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MARUA OR RAGI ( <i>Eleusine coracana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADJAN PEA ( <i>Canarus indicus</i> ).		SALT.		DISTRICTS.
Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	
Central Provinces—cont.												
Central—												
...	...	...	...	17 6	17 6	...	...	16 —	16 —	9 2	9 2	Narsinghpur.
...	...	...	...	19 —	19 —	...	...	13 —	13 —	10 11	10 11	Saugor.
...	...	...	...	21 13	21 13	...	...	12 12	11 4	9 2	9 2	Damoh.
...	...	...	...	23 —	23 —	...	...	15 —	16 —	10 —	10 —	Jubbulpore.
...	...	...	...	32 —	32 —	...	...	16 —	16 —	9 8	9 8	Mandla.
...	...	...	...	20 —	20 —	...	...	13 —	14 —	9 —	9 —	Seoni.
...	...	...	...	16 —	16 —	...	...	14 —	13 8	9 —	9 —	Balaghât.
...	...	...	...	18 12	18 12	...	...	15 —	15 —	9 8	9 —	Bhandara.
...	...	...	...	16 13	19 6	...	...	14 2	13 6	9 —	9 —	Chanda.
Eastern—												
...	...	...	...	21 5	21 3	...	...	6 —	16 —	9 2	9 2	Bilaspur.
...	...	...	...	20 —	20 —	...	...	16 —	16 —	9 —	9 —	Raipur.
...	...	...	...	17 —	17 —	...	...	12 —	12 —	10 —	10 —	Sambalpur.
Berar—												
...	...	...	...	17 —	17 8	...	...	11 8	12 —	10 8	10 8	Buldâna.
...	...	...	...	20 —	19 12	...	...	14 4	16 4	9 —	9 —	Basim.
...	...	...	...	16 —	16 —	...	...	12 —	11 4	12 —	11 12	Akola.
...	...	...	...	13 —	13 —	...	...	16 —	19 —	10 —	10 —	Ellichpur.
...	...	...	...	10 —	16 —	...	...	14 —	13 —	11 —	22 —	Amraoti.
...	...	...	...	10 —	16 —	...	...	20 —	20 —	9 8	9 8	Wun.
Nizam's Territories—												
15 13	15 —	•	•	14 4	12 7½	•	•	9 5	9 2	9 2½	9 2½	Secunderabad.
...	•	•	•	14 14	14 9	•	•	•	•	8 12	8 12	Bolaram.
...	•	•	•	17 8	16 4	•	•	11 4	10 —	8 12	8 12	Chadarghat.
Madras—												
Malabar Coast—												
...	...	...	...	...	...	...	...	...	...	12 —	12 —	Malabar.
...	...	...	...	...	...	...	...	...	...	11 14	11 14	S. Canara.
South, central—												
18 —	18 —	...	...	...	...	...	...	...	...	10 11	10 11	Coimbatore.
...	...	...	...	...	...	...	...	...	...	10 10	9 11	Nilgiris.
19 3	18 13	...	...	...	...	...	...	...	...	10 14	10 14	Salem.
Central—												
27 3	27 3	...	...	...	...	...	...	...	...	to 13 and 11 8	10 13 and 11 8	Bellary.
23 5	24 5	...	...	...	...	...	...	...	...	11 8	11 8	Anantapur.
1 5	18 —	...	...	...	...	...	...	...	...	12 3	12 3	Cuddapah.
1 8	18 2	...	...	...	...	...	...	...	...	10 2	10 2	Karnul.
East Coast, north—												
20 —	17 2	...	...	...	...	...	...	...	...	10 —	10 —	Ganjam.
19 3	19 3	...	...	...	...	...	...	...	...	12 —	12 —	Vizagapatnam.
19 2	19 2	...	...	...	...	...	...	...	...	12 2	12 2	Godavari.
East Coast, central—												
24 13	19 6	...	...	...	...	...	...	...	...	13 3	13 3	Kistna.
14 6	14 6	...	...	...	...	...	...	...	...	12 13	12 13	Nellore.
East Coast, south—												
16 6	16 6	...	...	...	...	...	...	...	...	12 8	12 8	Madras.
16 6	16 6	...	...	...	...	...	...	...	...	13 5	13 5	Chingleput.
18 13	19 11	...	...	...	...	...	...	...	...	12 2	12 2	N. Arcot.
16 11	15 14	...	...	...	...	...	...	...	...	13 3	13 3	S. Arcot.
24 14	21 14	...	...	...	...	...	...	...	...	12 14	12 14	Tanjore.
19 11	18 5	...	...	...	...	...	...	...	...	12 —	12 —	Trichinopoly.
Southern—												
17 6	16 6	...	...	...	...	...	...	...	...	14 5	14 5	Tinnevely.
17 2	16 5	...	...	...	...	...	...	...	...	13 2	13 2	Madura.
Mysore—												
16 12	16 —	20 —	20 —	10 —	10 —	...	...	7 8	7 8	10 4	9 8	Mysore.
22 —	16 —	...	...	8 —	8 —	...	...	7 —	7 5	9 —	9 —	Bangalore.
20 —	20 —	...	...	7 —	7 —	...	...	8 —	8 —	10 —	10 —	Kolar.
21 —	21 —	...	...	7 —	7 —	...	...	7 —	6 12	8 10	8 10	Tumkur.
24 —	24 —	...	...	8 —	8 —	...	...	8 —	8 —	9 —	9 —	Hassan.
20 —	20 —	...	...	8 —	8 —	...	...	8 —	8 —	9 —	9 —	Kadur.
28 6	24 2	...	...	9 7	9 7	...	...	9 7	8 6	10 —	10 8	Shimoga.
20 —	20 —	24 —	24 —	10 —	10 —	...	...	9 —	9 —	9 —	9 —	Chitaldrug.
Coorg—												
18 —	16 8	...	...	13 8	14 —	...	...	...	...	9 —	8 8	Coorg.
•	•	...	...	10 10	10 10	...	...	8 15	9 5	32 —	32 —	Aden.

\* Not sold.

FINANCE AND COMMERCE DEPARTMENT

January 25, 1899.

J. A. ROBERTSON,

Offg. Director-General of Statistics.

H. H. RISLEY,

Offg. Secretary to the Government of India.

D 2



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST TO 15TH  
JANUARY, 1898, AND FROM 1ST TO 14TH JANUARY, 1899.**

*N.B.*—As regards the figures in column *Total Earnings from 1st January 1899*, audited figures have been used, as far as possible.

RAILWAY.		Average earnings per mile during the first half of 1898.	WEEK ENDING 15TH JANUARY, 1898.			WEEK ENDING 14TH JANUARY, 1899.			Earnings from 1st to 15th January, 1898.	Earnings from 1st to 14th January, 1899.	Increase.	Decrease.
			Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.					
				TOTAL.	Per mile open.		TOTAL.	Per mile open.				
State lines worked by companies.												
Standard gauge—												
East Indian		694	1,740	11,60,867	667	1,745	12,41,000	711	24,83,298	24,34,000	...	49,298
Bengal Central		162	125	18,263	146	125	15,900	127	36,499	35,800	...	696
Bengal-Nagpur		181	862	1,27,830	148	1,153	1,61,000	140	2,84,013	3,19,000	34,987	...
Indian Midland (including Bhopal-Itdari)		171	752	1,42,166	189	868	1,42,000	164	2,89,080	2,79,000	...	10,080
Bezwada Extn. (East Coast State)		191	21	3,560	170	21	2,200	105	6,878	4,700	...	2,178
Madras-Ennar sec. (Bezwada-Mad.)		119	9	803	89	9	900	100	1,886	1,500	...	386
Metre gauge—												
Rajputana-Malwa (inclgd. G.R.-Nagda)		264	1,815	4,14,621	228	1,815	4,69,000	253	8,89,366	9,32,000	42,634	...
Palanpur-Deesa		44	17	589	35	17	800	47	1,000	1,400	400	...
South Indian		161	1,042	1,33,943	129	1,018	1,32,000	130	3,18,038	2,77,000	...	41,038
Mayavaram-Mutpet		88	54	2,952	55	54	3,500	65	7,367	7,900	533	...
Southern Mahratta (inclgd. G.M. Fron. sec.)		103	1,165	1,03,732	89	1,165	90,100	77	2,22,828	1,88,000	...	34,828
Mysore section (Southern Mahratta)		107	296	33,105	112	296	16,900	57	73,392	35,100	...	38,292
Bengal and North-Western system		162	827	1,26,571	153	928	1,30,000	140	2,62,675	2,55,000	...	7,675
Lucknow-Bareilly		106	222	20,875	94	231	21,000	95	43,352	41,100	...	2,252
Assam-Bengal		90	286	24,236	85	398	33,700	85	48,385	64,800	16,415	...
Burma		223	937	2,04,051	218	936	1,62,000	173	4,35,230	3,30,000	...	99,230
TOTAL		266	10,170	25,18,183	248	10,779	26,22,900	243	54,03,484	52,12,300	...	1,91,184
State lines worked by the State.												
Standard gauge—												
North-Western (a)		287	2,886	6,74,449	234	2,886	6,45,000	223	13,10,530	12,98,000	...	2,12,530
Oudh and Rohilkhand (inclgd. the m.g. link)		217	875	1,72,470	197	1,013	2,03,000	200	3,85,167	4,10,000	24,833	...
Eastern Bengal (inclgd. metre & 2' 6")		319	818	3,07,341	376	825	2,30,000	279	6,06,024	4,46,000	...	1,60,024
East Coast (b)		110	538	46,741	87	720	50,100	78	98,682	1,08,000	9,318	...
Special gauges—												
Jorhat		66	28	1,088	39	25	2,800	112	4,041	4,700	659	...
Cher-a-Companyganj		20	...	(c)	...	8	500	62	(c)	1,000	1,000	...
TOTAL		261	5,145	12,02,089	234	5,477	11,37,400	208	26,04,444	22,67,700	...	3,36,744
Lines worked by guaranteed cos.												
Standard gauge—												
Great Indian Peninsula system		514	1,491	6,45,287	433	1,491	8,29,000	556	13,76,088	16,94,000	3,17,912	...
Bombay, Baroda and Central India		775	401	2,41,416	524	401	3,00,000	664	5,20,819	6,15,000	94,181	...
Madras		258	840	1,88,505	224	840	1,68,000	200	4,28,779	3,33,000	...	95,779
TOTAL		480	2,792	10,76,208	385	2,792	13,03,000	467	23,25,686	26,42,000	3,16,314	...
TOTAL GUARANTEED AND STATE		297	18,107	47,96,540	265	19,048	50,63,300	266	1,03,33,614	1,01,24,000	...	2,11,614
Assisted companies.												
Standard gauge—												
Delhi-Umballa-Kalka		217	162	28,018	173	162	24,700	152	55,677	50,800	...	4,877
Larkspur		320	22	5,112	232	22	5,600	255	11,102	11,200	98	...
Southern Punjab (Delhi-Samastota)		75	400	21,529	54	400	24,200	61	43,947	47,000	3,053	...
Tapti Valley		...	...	...	...	36	700	19	...	1,400	1,400	...
Metre gauge—												
Mymensingh-Jamalpur-Jagannath-gau		...	...	...	...	33	1,000	30	...	1,800	1,800	...
Rohilkhand and Kumaon (Co.'s sec.)		137	66	5,169	78	66	6,200	94	9,953	10,800	847	...
Bengal Doonars		106	36	3,601	100	36	3,600	100	5,730	5,200	...	530
Dibru-Sadiya		200	78	14,500	187	78	17,200	221	33,328	31,600	...	1,728
Ahmedabad-Parantij		59	55	2,191	40	55	3,500	64	5,127	6,700	1,573	...
Special gauges—												
Darjeeling-Himalayan		266	51	10,903	214	51	7,000	137	21,466	13,000	...	8,466
Barsi		150	21	3,048	174	21	3,000	143	7,331	6,200	...	1,131
TOTAL		133	891	94,731	106	960	96,700	101	1,93,661	1,85,700	...	7,961
Lines owned by native states and worked by other agencies.												
Standard gauge—												
Bina-Goon		31	74	1,738	23	74	4,900	66	4,251	9,600	5,339	...
Bhopal-Ujjain		76	114	5,494	75	114	9,900	87	17,252	19,700	2,448	...
Nagda-Ujjain		86	35	1,447	41	34	1,600	47	2,777	3,000	223	...
The Nizam's guaranteed state		235	334	61,763	185	334	71,200	213	1,34,704	1,47,000	12,296	...
The Gackwar's Pettad		70	13	385	30	12	800	62	885	1,600	715	...
Rajputa-Bhatinda		140	108	12,897	119	108	10,400	95	30,375	19,300	...	11,075
Kolar Gold-fields		408	10	3,075	308	10	3,000	300	7,512	7,000	...	512
Metre gauge—												
Yesvantpur-Mysore Frontier section (inclgd. M.-Nanjangud)		71	66	4,369	66	66	2,700	41	10,335	5,700	...	4,635
The Gackwar's Mehsana		81	93	4,883	53	93	5,300	57	11,509	10,800	...	709
Kolhapur		55	29	1,079	37	29	1,300	45	2,180	2,700	520	...
Special gauges—												
The Gackwar's Dabhoi		58	79	2,494	32	79	3,000	38	5,603	6,200	597	...
Rajpipla		13	19	77	4	19	200	11	161	300	139	...
Cooch Behar		63	22	1,185	54	25	1,300	52	2,891	2,400	...	491
TOTAL		133	996	1,03,886	104	998	1,16,200	116	2,30,445	2,35,300	4,855	...
Lines owned and worked by native states.												
Metre gauge—												
Bhavnagar-Gondal-Junagad-Porbandar		126	334	30,577	92	334	31,000	93	65,519	59,500	...	6,019
Jetalpur-Rajkot		80	46	3,391	74	46	2,900	63	7,199	6,600	...	599
Jamnagar		38	54	1,931	36	54	1,600	30	3,578	3,700	122	...
Dhruvagar		...	...	...	...	21	900	43	...	1,900	...	...
Jodhpore-Bikaner		66	364	22,716	62	407	37,500	92	47,616	74,800	27,184	...
Godoyore-Chitor		42	60	1,041	27	60	2,800	47	3,471	5,400	1,929	...
Special gauge—												
Morvi		82	94	6,374	68	94	6,100	65	12,942	13,100	158	...
TOTAL		86	952	66,030	70	1,016	82,800	81	1,40,325	1,65,000	24,675	...
GRAND TOTAL		273	20,046	50,61,737	242	22,022	53,59,000	243	1,08,98,045	1,07,08,000	...	1,90,045

(a) Includes Jammu and Kashmir and Hyderabad-Bhadrachalam rly.

(b) Includes Bezwada-Madras rly.

(c) Closed for traffic.

W. J. McELHINNY, Capt., R.E.,  
Offg. Under Secy. to the Govt. of India.

CALCUTTA, the 27th January, 1899.

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. XL of 1898-99.

## STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April, 1898*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 15TH JANUARY, 1898.				WEEK ENDING 14TH JANUARY, 1899.				Earnings from 1st April, 1897, to 15th January, 1898.	Earnings from 1st April, 1898, to 14th January, 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open.		Total.	Per mile open.						
State lines worked by companies.													
Standard gauge—													
East Indian	654	1,740	11,60,867	667	1,745	12,41,000	711	4,57,85,692	4,61,99,000	4,13,308	...	...	
Bengal Central	183	125	18,262	146	125	15,900	127	9,45,022	7,88,000	...	1,57,022	...	
Bengal-Nagpur	139	862	1,27,830	148	1,153	1,61,000	140	45,49,286	51,56,000	6,06,714	...	...	
Indian Midland (including Bhopal-Irtasi)	155	752	1,42,166	189	868	1,42,000	164	47,61,808	47,90,000	28,192	...	...	
Bezawda extn. (East Coast State)	155	21	3,560	170	21	2,200	103	1,25,383	1,18,000	...	7,383	...	
Madras-Ennur sec. (Bezawda-Mad.)	135	9	803	89	9	900	100	47,564	31,800	...	15,764	...	
Metre gauge—													
Rajputana-Malwa (inclgd. G.-R.-Nagda)	210	1,815	4,14,621	228	1,815	4,69,000	258	1,53,11,447	1,76,94,000	23,82,553	...	...	
Palanpur-Deesa	44	17	589	35	17	800	47	33,467	27,400	...	6,067	...	
South Indian	166	1,042	1,33,943	129	1,018	1,32,000	130	73,25,583	67,30,000	...	5,95,586	...	
Mayavaram-Mutpet	92	54	2,952	55	54	3,500	65	2,11,726	1,97,000	...	14,726	...	
Southern Mahratta (inclgd. G.-M. Fron. sec.)	113	1,165	1,03,732	89	1,165	90,100	77	56,81,223	42,94,000	...	13,87,223	...	
Mysore section (Southern Mahratta)	123	296	33,105	112	296	16,900	57	15,64,057	10,14,000	...	5,50,057	...	
Bengal and North-Western system	147	827	1,26,571	153	928	1,30,000	140	47,87,281	49,83,000	1,95,719	...	...	
Lucknow-Bareilly	81	222	20,875	94	231	21,000	95	6,55,406	7,93,000	1,37,594	...	...	
Assam-Bengal	73	286	24,250	85	398	33,700	85	7,00,976	10,37,000	2,70,024	...	...	
Burma	180	937	2,04,051	218	936	1,62,000	173	62,11,389	63,66,000	1,54,611	...	...	
TOTAL	243	10,170	25,18,183	248	10,779	26,22,900	243	9,87,37,313	10,02,18,200	14,60,887	...	...	
State lines worked by the State.													
Standard gauge—													
North Western (a)	236	2,886	6,74,449	234	2,886	6,45,000	223	2,70,54,224	2,92,56,000	22,01,776	...	...	
Oudh and Rohilkhand (inclgd. the m.g. link)	195	875	1,72,470	197	1,013	2,03,000	200	68,35,795	78,09,000	9,73,295	...	...	
Eastern Bengal (inclgd. metre & 2'6")	362	818	3,07,341	370	825	2,30,000	279	1,22,32,424	1,14,04,000	...	8,28,424	...	
East Coast (b)	166	538	40,741	87	720	50,100	78	22,40,025	20,51,000	...	1,95,025	...	
Special gauges—													
Jorhat	69	28	1,088	39	25	2,800	112	75,447	75,600	153	...	...	
Cherra-Companyganj	44	...	(c)	...	8	500	62	(d) 4,257	(e) 4,300	43	...	...	
TOTAL	235	5,145	12,02,089	234	5,477	11,37,400	208	4,84,48,082	5,05,99,900	21,51,818	...	...	
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	381	1,491	6,46,287	433	1,491	8,29,000	556	2,15,64,857	2,69,62,000	53,97,143	...	...	
Bombay, Baroda and Central India	586	401	2,41,416	524	401	3,06,000	604	1,12,03,706	1,28,49,000	16,45,294	...	...	
Madras	261	840	1,88,565	224	840	1,68,000	200	91,05,801	83,61,000	...	7,44,801	...	
TOTAL	379	2,792	10,76,268	385	2,792	13,03,000	467	4,18,74,364	4,81,72,000	62,97,636	...	...	
TOTAL (GUARANTEED AND STATE)	262	18,107	47,96,540	265	19,048	50,63,300	266	18,90,79,759	19,89,90,100	99,10,341	...	...	
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	207	162	28,018	173	162	24,700	152	12,98,617	11,56,000	...	1,42,617	...	
Tarkeessur	278	22	5,112	232	22	5,600	255	2,36,372	2,32,000	...	4,372	...	
Southern Punjab (Delhi-Samasata)	42	400	21,529	54	400	24,200	61	(f) 1,47,588	11,69,000	10,21,412	...	...	
Tapti Valley	...	...	...	...	36	700	19	...	(g) 3,900	3,900	...	...	
Metre gauge—													
Mymensingh-Jamalpur-Jagannath-ganj	...	...	...	...	33	1,000	30	...	(h) 10,400	10,400	...	...	
Rohilkund and Kumaon (Co.'s sec.)	121	66	5,169	78	66	6,200	94	3,34,800	3,84,000	49,200	...	...	
Bengal Doonars	149	36	3,601	100	36	3,600	100	2,38,440	2,24,000	...	14,440	...	
Dibru-Sadiya	198	78	14,500	187	78	17,200	221	6,25,095	6,27,000	1,905	...	...	
Ahmedabad-Parantij	45	55	2,191	40	55	3,500	64	(i) 74,195	1,24,000	49,805	...	...	
Special gauges—													
Darjeeling-Himalayan	274	51	10,903	214	51	7,000	137	6,10,015	6,07,000	...	3,015	...	
Barsi	125	21	3,648	174	21	3,000	143	1,04,059	89,100	...	14,959	...	
TOTAL	147	891	94,731	100	960	96,700	101	36,69,181	46,20,400	9,57,219	...	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonna	26	74	1,738	23	74	4,900	66	75,869	1,10,000	34,131	...	...	
Bhopal-Ujjain	61	114	8,494	75	114	9,900	87	2,70,451	3,37,000	66,549	...	...	
Nagda-Ujjain	60	35	1,447	41	34	1,000	47	80,161	90,800	16,639	...	...	
The Nizam's guaranteed state	211	334	61,763	185	334	71,200	213	28,25,104	30,80,000	2,54,896	...	...	
The Gaekwar's Petlad	84	13	385	30	13	800	62	52,992	42,000	...	10,992	...	
Rajpura-Bhatinda	122	108	12,897	119	108	10,400	96	5,42,214	5,08,000	...	34,214	...	
Kolar Gold-fields	402	10	3,075	308	10	3,600	360	1,64,375	1,59,000	...	5,375	...	
Metre gauge—													
Yesvantpur-Mysore Frontier section (inclgd. M.-Nanjangud)	84	66	4,369	66	66	2,700	41	2,45,864	1,64,000	...	81,864	...	
The Gaekwar's Mehsana	71	93	4,883	53	93	5,300	57	2,73,721	2,53,000	...	20,721	...	
Kolhapur	57	29	1,079	37	29	1,300	45	70,434	60,700	...	9,734	...	
Special gauges—													
The Gaekwar's Dabhoi	51	79	2,494	32	79	3,000	38	1,66,641	1,57,000	...	9,641	...	
Rajpipla	11	19	77	4	19	200	11	5,806	8,500	2,694	...	...	
Cooch Behar	54	22	1,185	54	25	1,300	52	45,813	52,400	6,587	...	...	
TOTAL	120	996	1,03,886	104	998	1,10,200	116	48,19,553	50,28,400	2,08,845	...	...	
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junagad-Porbandar	97	334	30,577	92	334	31,000	93	13,43,240	13,44,000	760	...	...	
Jetalsar-Rajkot	82	40	3,391	74	40	2,900	63	1,01,263	1,41,000	...	20,263	...	
Jamnagar	38	54	1,931	36	54	1,600	30	(j) 88,054	84,900	...	3,154	...	
Dhrangadra	...	...	...	...	21	900	43	...	(k) 25,000	25,000	...	...	
Jodhpore-Bikaner	62	364	22,716	62	407	37,500	92	9,30,118	11,23,000	1,92,832	...	...	
Godcypore-Chitor	38	60	1,641	27	60	2,800	47	96,176	1,10,000	19,824	...	...	
Special gauge—													
Morvi	83	94	6,374	68	94	6,100	65	3,47,014	3,16,000	...	31,014	...	
TOTAL	75	952	66,030	70	1,016	82,800	81	29,65,865	31,49,900	1,84,035	...	...	
GRAND TOTAL	243	20,946	50,61,787	242	22,022	53,59,000	243	20,05,34,300	21,17,94,800	1,12,60,440	...	...	

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rrs.

(b) Includes Bezawda-Madras rrs.

(c) Closed for traffic.

(d) From 1st April to 14th June, 1897.

(e) From 1st to 20th April, 1898, and from 1st to 14th January, 1899.

(f) From 10th November, 1897, to 14th January, 1898.

(g) From 1st December, 1898, to 14th January, 1899.

(h) From 15th October, 1898, to 14th January, 1899.

(i) From 1st May, 1897, to 15th January, 1898.

(j) From 8th April, 1897, to 15th January, 1898.

(k) From 1st June, 1898, to 14th January, 1899.

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**OFFICIAL PAPERS.**

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GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the week ending at 8 a.m. on  
Saturday, January 21st, 1899.**

Very strongly pronounced anti-cyclonic conditions obtained in the Indian area during the first two days of the week. A wave of low pressure crossed the North-West Frontier into North-Western India on the 17th, but it was of very slight intensity, and hence produced no important change in the weather conditions beyond giving a light fall of snow in Kashmir and perhaps the interior ranges of the Punjab Himalayas. Its disappearance on the 18th was followed by a brisk increase of pressure which re-established high pressure conditions of moderate intensity on the 20th and 21st.

Weather was hence unusually fine and settled throughout the week in the plains of India, except in South Madras, which obtained some local thunder-showers of little importance at the end of the week from intensified north-east winds.

The principal feature of the weather of the week under review, as also of the previous week, was the severe cold over the whole of Northern and Central India and the North Deccan. The mean temperature of the week averaged from 3° to 6° below the normal in these areas due chiefly to unusually low night temperature. The cold was most severe in Bengal on the night of the 17th, when lower night temperatures were recorded at several stations than have been observed for many years in January.

**Daily Summary.**—*Sunday, January 15th.*—Pressure was practically unchanged in Southern India, and had increased over the remainder of the Indian region. The rise was brisk to rapid in Northern and Central India. Pressure



was in moderate to considerable excess in North-Western and Central India and Baluchistan, and strongly marked anti-cyclonic conditions obtained in that area. Pressure was approximately normal in the Peninsula, North-Eastern India and Burma, and the range of pressure was hence considerably larger in amount than usual over the Indian area in January. The air motion was of the ordinary cold weather type. The air was very dry in Kathiawar, Cutch and West Rajputana. Skies were overcast in the Kashmir Valley, and were clear or lightly clouded in the plains of India. No rain had fallen anywhere during the previous twenty-four hours. A cool wave of considerable intensity was affecting Baluchistan and Upper India, and causing a large reduction of temperature. The mean temperature of the past day was  $15\frac{1}{2}^{\circ}$  below the normal at Quetta,  $6^{\circ}$  in Sind and  $5^{\circ}$  in the Punjab due chiefly to unusually low night temperature.

Temperature was in moderate to considerable defect of the normal in Bengal, Assam, Orissa, Bombay and Southern India, and practically normal in Burma, the Gangetic Plain, Mysore, Madras Deccan, Central India, Berar and the Central Provinces.

*Monday, January 16th.*—The pressure changes of the previous 24 hours were very irregular in character in the plains of India. They, however, tended to accentuate the abnormal pressure conditions obtaining in Northern and Central India on the previous day. Pressure was nearly two-tenths of an inch above the normal in Sind and a twentieth of an inch below it in Upper Assam and North Bengal, and there was hence an abnormal gradient of a quarter of an inch between these two regions. Pressure had increased with great rapidity locally in Kashmir, the rise being greatest at Astor, where it was three-tenths of an inch in amount. A slight local fall of the barometer had occurred in Baluchistan, and a feeble wave of low pressure was passing eastwards through that area. Winds were generally from their normal cold weather directions in the plains of India, but were somewhat stronger than usual. The air was abnormally dry in Sind, Cutch and Rajputana. The lowest humidity recorded in this area was 17 per cent. at Hyderabad. Skies had clouded over in Baluchistan and Upper India. No rain or snow had again occurred at any of the meteorological stations. Temperature had increased very rapidly in Baluchistan, and was only in slight defect in that area during the previous 24 hours. A further reduction of temperature had, on the other hand, occurred in Upper and Central India and also in the North-Western Provinces due to the extension of the cool wave to that area. The mean temperature during the past day was  $7^{\circ}$  in defect in the Punjab,  $6^{\circ}$  in Sind,  $5^{\circ}$  in Rajputana,  $4^{\circ}$  in Central India, Gujarat and the North-Western Provinces,  $3^{\circ}$  in Bengal and Orissa and  $2^{\circ}$  in Bihar, Chota Nagpur, the Bombay Deccan and West Coast. Elsewhere the variations of temperature from the normal were small and unimportant.

*Tuesday, January 17th.*—The wave of low pressure which was affecting Baluchistan on the previous day had entered North-Western India, and caused a brisk to rapid fall of pressure in that area. Pressure was now in slight to moderate defect in the Punjab, and in considerable defect at the stations in the North-Western Himalayas. Over the remainder of the Indian area the pressure changes were too small to modify the general pressure conditions. Gradients had diminished rapidly in Northern and Central India, and the winds were hence much lighter than on the previous two days. The air continued exceedingly dry in North Bombay. The driest station in India at 8 A.M. was Bhuj, where the percentage of humidity recorded at that hour was only 10. Skies had cleared in Baluchistan, but continued overcast in Kashmir, where light snow had fallen during the previous 24 hours. Temperature had fallen over the whole of Northern and Central India and the Deccan, and was now more or less largely below the normal. The deficiency was most marked in the Punjab, Sind, Central India, Rajputana and the North-Western Provinces, in which it varied between  $6^{\circ}$  and  $11^{\circ}$ . Temperature differed to no important extent from the normal in Burma and Southern India.

*Wednesday, January 18th.*—Pressure had increased in Baluchistan, Northern India and Burma, and had fallen in the remainder of India. The

changes were, however, too small in amount to affect the distribution of pressure. The air circulation was similar to that on the previous day. Skies had cleared in Kashmir, and were now free from cloud over the whole of the country, excepting Southern India, where they were lightly clouded. Light snow had again been received in Kashmir. The most noteworthy feature of the weather was the low temperature over the whole of India to the north of Lat.  $20^{\circ}$  N. The mean deficiency exceeded  $3^{\circ}$  in amount over that area, and was greatest in the North Western Provinces and Central India ( $7^{\circ}$ ). The temperature conditions were practically normal in the Peninsula and Burma.

*Thursday, January 19th.*—Pressure had given way briskly in Baluchistan thus reducing the excess in that area. It had increased over nearly the whole of India and Burma, briskly in Southern India, Berar, the Central Provinces, Chota Nagpur and South and East Bengal, and slightly elsewhere. The variations of pressure from the normal were small, except in Baluchistan, Berar and the Central Provinces, where pressure was nearly a tenth of an inch above the normal. No change of importance had occurred in the air movement. The air was abnormally dry in Kathiawar, Gujarat and the northern districts of the Central Provinces. The lowest reported 8 A.M. humidity was 13 per cent. at Saugor. Skies were clouding over in Baluchistan and North-Western India, but remained clear over the remainder of the country. No rain had fallen in India during the previous 24 hours. A large increase of temperature had occurred in Baluchistan and a moderate increase in Northern India. The mean temperature of the previous 24 hours was in slight excess in Baluchistan, Upper Sind and the South-West Punjab and also in Burma, and was more or less below the normal in other districts. The deficiency was more than  $5\frac{1}{2}^{\circ}$  in amount in Central India ( $8^{\circ}$ ), Berar ( $7^{\circ}$ ) and the Central Provinces, the North-Western Provinces, Chota Nagpur and Bengal (each  $6^{\circ}$ ). The decreased temperature in these areas was due chiefly to much lower night temperature than usual.

*Friday, January 20th.*—Pressure had increased slightly at the great majority of stations, thus intensifying the high pressure conditions obtaining on the previous day. Pressure was now approximately uniform over Northern and Central India and the North Deccan, and winds were light and irregular in these areas. Winds were strong over the west of the Peninsula, where gradients were steep. Humidity had increased in the Gangetic Plain, Central India and the Central Provinces. Skies had cleared in Baluchistan and Upper India. No rain or snow had fallen anywhere. The temperature conditions were practically unchanged.

*Saturday, January 21st.*—Pressure had changed generally by small amounts except in Baluchistan and Upper India, where it had fallen slightly to briskly. Pressure continued above the average almost everywhere. The excess was moderate to considerable in amount in North-Eastern and Central India, Berar, the Central Provinces and North Madras, and small and unimportant over the remainder of the country. Winds had shifted to north-east on the Madras coast, and were blowing freshly. A northerly gale prevailed at Cherat. Skies were overcast in Southern India, and light showers had fallen in the extreme south of Madras and in East Ceylon. Skies were clouding over in Baluchistan and Upper India. Temperature had increased over the greater part of India, and the deficiency was hence less pronounced than on the previous day. The mean temperature of the previous 24 hours was from  $3^{\circ}$  to  $9^{\circ}$  below the normal in a large area, including the whole of North-Eastern and Central India, the Central Provinces and Berar, and approximately normal in the remainder of India. The night temperature was much more largely in defect in these areas than the day temperature. Temperature was, on the other hand, in considerable excess in Baluchistan, the Punjab hill districts and Central Burma.

**Temperature.**—The variations of the temperature conditions of the week from the normal were almost identical in character and amount with those of the previous week. Temperature was more or less below the normal over the



whole of India during the first six days of the week, but rose above it to a slight extent in Gujarat and the coast districts of the Peninsula on the 21st. Temperature varied slightly but irregularly from the normal in Burma on the first four days, but was in steady slight excess during the remainder of the week. On the average of the whole period temperature was practically normal (*i.e.*, differed by less than  $1^{\circ}$  from the normal) in Burma, the Madras coast and Madras Deccan, and more or less in defect of the normal in all other districts. The deficiency was small in amount in South India, Mysore, the West Coast and Bombay Deccan, and moderate to large over the whole of Northern and Central India and the North Deccan. It was most pronounced in Central India, where it averaged  $6^{\circ}$ . The night temperature was in much larger defect in the area of decreased temperature than the day temperature. The most striking feature of the temperature conditions of the week was the abnormally low night temperatures experienced in Baluchistan, the West Punjab and Lower Bengal. The following gives the lowest temperatures recorded in these areas and also the lowest hitherto registered in the month of January at the same stations for comparison:—

STATIONS.	Lowest minimum temperature during week.	Date on which recorded.	Lowest minimum previously recorded in January.	Year in which recorded.
	$^{\circ}$		$^{\circ}$	
Quetta . . . . .	10.8	15th	9.3	1897
Peshawar . . . . .	28.9	18th	26.8	1878 and 1880
D. I. Khan . . . . .	29.0	18th	26.0	1876
Mymensingh . . . . .	40.2	18th	41.1	1887
Saugor Island . . . . .	47.0	18th	46.8	1878
Calcutta . . . . .	45.2	18th	45.5	1878
False Point . . . . .	45.9	21st	46.4	1890

The following table gives temperature variation data of the week:—

PROVINCE.	Variation from normal of mean temperature of 24 hours preceding 8 A.M. of date—							Mean variation of week.
	15th.	16th.	17th.	18th.	19th.	20th.	21st.	
	$^{\circ}$	$^{\circ}$	$^{\circ}$	$^{\circ}$	$^{\circ}$	$^{\circ}$	$^{\circ}$	$^{\circ}$
Burma . . . . .	-0.6	+0.4	+0.1	-0.6	+1.3	+1.6	+1.7	+0.6
Assam . . . . .	-2.6	-1.2	-2.7	-3.0	-2.5	-4.3	-5.1	-3.1
Bengal . . . . .	-2.9	-2.6	-5.4	-6.6	-5.7	-6.7	-5.6	-5.1
Orissa . . . . .	-3.6	-2.5	-2.7	-3.2	-3.5	-6.7	-8.3	-4.4
Bihar . . . . .	-1.1	-1.7	-5.8	-6.6	-5.5	-5.7	-4.3	-4.4
Chota Nagpur . . . . .	-1.7	-1.8	-4.9	-6.1	-6.2	-7.1	-5.9	-4.8
North-Western Provinces and Oudh . . . . .	-0.6	-3.9	-7.2	-7.5	-6.3	-4.7	-3.5	-4.8
Punjab . . . . .	-5.3	-6.6	-7.6	-5.1	-2.1	-2.7	-1.2	-4.4
Sind . . . . .	-6.4	-6.3	-7.2	-5.5	-3.1	-3.6	-2.5	-4.9
Rajputana . . . . .	-2.5	-4.6	-6.3	-5.8	-5.3	-2.6	-1.4	-4.1
Gujarat . . . . .	-2.7	-3.5	-3.0	-4.5	-4.1	-2.3	+0.5	-2.8
Central India . . . . .	-1.6	-3.9	-7.8	-7.1	-8.1	-6.7	-4.7	-5.7
Central Provinces . . . . .	-0.3	-1.0	-4.2	-3.7	-6.0	-7.8	-6.7	-4.2
Berar . . . . .	-1.2	-0.1	-0.9	-1.0	-6.8	-4.9	-3.3	-2.6
West Coast . . . . .	-3.9	-2.4	-0.3	-0.6	-1.2	-0.8	+0.3	-1.3
Bombay Deccan . . . . .	-2.7	-1.9	-2.8	-1.0	-2.1	-1.9	-1.9	-2.0
Mysore . . . . .	-0.8	-1.2	-0.9	-2.1	-3.5	-1.8	-1.8	-1.7
Madras Coast . . . . .	-1.8	-0.8	-1.4	-0.4	-1.6	-0.7	+1.0	-0.8
Madras Deccan . . . . .	-0.3	-1.0	-1.3	-1.6	-0.5	-0.1	-1.5	-0.9
South India . . . . .	-2.3	-0.5	0	-1.8	-2.5	-3.2	-0.3	-1.5
Mean for whole of India . . . . .	-2.2	-2.4	-3.6	-3.7	-3.8	-3.6	-2.7	-3.1

**Rainfall.**—Weather was feebly disturbed in Kashmir and the interior ranges of the Punjab Himalayas on the 17th and 18th due to the advance of a low pressure wave from Persia into North-Western India, and light snow fell in these areas during that period. Darjeeling was visited by a severe hailstorm on Wednesday evening, which gave it a fall equivalent to 1·18 inches of rain. With these exceptions no rain or snow was reported from any part of the Indian area during the week.

The chief abnormal features of the seasonal rainfall up to date may be summed up as follows :—

- (1) Heavier rain than usual in Bengal (excepting Orissa), the Assam Valley and Hills, Oudh and North-Western Provinces East, and East Submontane.
- (2) Scanty rainfall in Cachar, Orissa, the North-Western Provinces Central, West, West Submontane and Hills, the Central Punjab, the Punjab Hills, Central India East, and East Coast South.
- (3) Absence of rain over the remainder of India, Burma and Baluchistan, and hence general deficiency, most marked in the Punjab, Baluchistan and parts of the Central Provinces.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING JANUARY 21ST 1899.			RAINFALL DATA FROM JANUARY 1ST TO JANUARY 21ST 1899.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, 1st to 21st January 1899.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA.	1. Tenasserim . . .	0	0	0	0	0	0
	2. Lower Burma Deltaic . . .	0	0	0	0	0'06	— 100
	3. Central do. . .	0	0'01	—0'01	0	0'02	— 100
	4. Upper do. . .	0	0'06	—0'06	0'09	0'07	+ 29
	5. Arakan . . .	0	0	0	0	0'02	— 100
BENGAL AND ASSAM	6. Eastern Bengal . . .	0	0'10	—0'10	0'62	0'33	+ 88
	7. Assam Surma . . .	0	0'11	—0'11	0'15	0'38	— 61
	8. Do. Hills . . .	0	0'15	—0'15	0'52	0'50	+ 4
	9. Do. Brahmaputra . . .	0	0'22	—0'22	0'59	0'56	+ 5
	10. Deltaic Bengal . . .	0	0'06	—0'06	0'60	0'26	+ 131
	11. Central do. . .	0	0'08	—0'08	0'75	0'25	+ 200
	12. North do. . .	0'01	0'14	—0'13	0'71	0'24	+ 196
	13. Bengal Hills . . .	0'29	0'23	+0'06	1'35	0'38	+ 255
	14. Orissa . . .	0	0'04	—0'04	0'04	0'13	— 69
	15. Chota Nagpur . . .	0	0'12	—0'12	0'58	0'36	+ 61
NORTH-WESTERN PROVINCES AND ODH.	16. South Bihar . . .	0	0'15	—0'15	1'45	0'34	+ 326
	17. North do. . .	0	0'15	—0'15	1'09	0'34	+ 221
	18. North-Western Provin- ces East . . .	0	0'09	—0'09	1'11	0'35	+ 217
	19. South Oudh . . .	0	0'13	—0'13	0'86	0'40	+ 115
	20. North do. . .	0	0'12	—0'12	0'80	0'32	+ 150
	21. North-Western Provin- ces Central . . .	0	0'11	—0'11	0'21	0'37	— 43
	22. North-Western Provin- ces West . . .	0	0'11	—0'11	0'06	0'28	— 79
	23. North-Western Provin- ces East Submon- tane . . .	0	0'08	—0'08	1'00	0'28	+ 257
	24. North-Western Provin- ces West Submon- tane . . .	0	0'30	—0'30	0'33	0'69	— 52
	25. North-Western Provin- ces Hills . . .	0	0'52	—0'52	1'20	1'24	— 3
PUNJAB	26. South-East Punjab . . .	0	0'12	—0'12	0'02	0'38	— 95
	27. South do. . .	0	0'09	—0'09	0	0'40	— 100
	28. Central do. . .	0	0'21	—0'21	0'11	0'69	— 84
	29. Punjab Submontane . . .	0	0'28	—0'28	0	0'85	— 100
	30. Do. Hills . . .	0	0'88	—0'88	0'76	1'82	— 58
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS)	31. North Punjab . . .	0	0'34	—0'34	0'02	0'93	— 98
	32. West do. . .	0	0'12	—0'12	0	0'25	— 100
	33. Malabar . . .	0	0'06	—0'06	0'07	0'26	— 73
	34. Madras South-Central . . .	0	0'03	—0'03	0	0'19	— 100
	35. Coorg . . .	0	0'06	—0'06	0	0'21	— 100
	36. Mysore . . .	0	0'03	—0'03	0	0'07	— 100
	37. Konkan . . .	0	0'02	—0'02	0	0'10	— 100
	38. Bombay Deccan . . .	0	0'02	—0'02	0	0'06	— 100
	39. Hyderabad North . . .	...	...	...	...	...	...
	40. Khandesh . . .	0	0'04	—0'04	0	0'11	— 100
CENTRAL PROV- INCES AND BERAR	41. Berar . . .	0	0'11	—0'11	0	0'25	— 100
	42. Central Provinces West . . .	0	0'19	—0'19	0	0'29	— 100
	43. Central Provinces Cen- tral . . .	0	0'19	—0'19	0'02	0'36	— 94
	44. Central Provinces East . . .	0	0'10	—0'10	0'02	0'24	— 92
	45. Gujarat . . .	0	0'01	—0'01	0	0'02	— 100
BOMBAY (NORTH)	46. Kathiawar . . .	0	0	0	0	0	0
	47. Sind . . .	0	0'06	—0'06	0	0'20	— 100
	48. Baluchistan Hills . . .	0	0'43	—0'43	0	1'16	— 100
	49. Central India East . . .	0	0'18	—0'18	0'11	0'34	— 68
	50. Rajputana East, Cen- tral India West . . .	0	0'06	—0'06	0	0'14	— 100
RAJPUTANA AND CENTRAL INDIA.	51. West Rajputana . . .	0	0'05	—0'05	0	0'18	— 100
	52. East Coast North . . .	0	0'09	—0'09	0'02	0'15	— 87
	52-A. Do. do. (a) . . .	0	0	0	0	0'09	— 100
	53. Hyderabad South . . .	0	0'03	—0'03	0	0'09	— 100
	54. Madras Central . . .	0	0'04	—0'04	0	0'05	— 100
	55. East Coast Central . . .	0	0'25	—0'25	0'01	0'34	— 97
	56. Do. South . . .	0'02	0'10	—0'08	0'19	0'41	— 54
	57. Madras South . . .	0'01	0'11	—0'10	0'03	0'46	— 94

HEM RAJ,

Offg. Asst. Meteorological Reporter  
to the Government of India.

SIMLA, the 26th January 1899.

T. W. HOLDERNESS,

Secretary to the Government of India.

GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

### Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 28th January.*—No rain fell during the week except showers in the southern districts. The water-supply is generally sufficient except in parts of the Deccan. Some sowings are still being made chiefly under irrigation. The standing crops are thriving generally, except in the Deccan where some are not in good condition. The recent harvest has yielded a fair to normal out-turn. Pasturage is growing scarce, but fodder is generally sufficient. The condition of cattle is normal. The fall in prices continues.

**Bombay.**—*For week ending 1st February.*—The standing crops have been injured by frost throughout Sind and by white ants in one taluka of Thar and Parkar. Wheat has been injured by rats in parts of Bijapur and by excessive wind in two talukas of Dharwar. Cotton has been damaged by frost in parts of Baroda Territory. The reaping of the late crops is progressing in ten and preparations for next season are being made in seven districts. Cotton-picking continues in parts of Gujarat and Kathiawar. Fodder is sufficient except in parts of Sind. Agricultural stock are generally healthy. Prices have risen in five and have fallen in seven districts.

**Bengal.**—*For week ending 30th January.*—There was rain over a considerable portion of Bengal Proper and Chota Nagpur, and also in places in Bihar during the week. Prospects of the spring crops are generally favourable and some of them are being harvested. The poppy crop in Bihar, except for some damage done by caterpillars in parts of Darbhanga and Champaran, is flourishing. Spring rice is being transplanted and doing well. Ploughing for autumn rice and jute is proceeding. Fodder is plentiful in every district. Prices have slightly risen in some places: in others they are stationary.

**North-Western Provinces and Oudh.**—*For week ending 1st February.*—Slight showers of rain fell during the week in three districts, otherwise clear weather has prevailed. The standing crops are in good condition. Pressing of sugar-cane and irrigation of the spring crops continue. Prospects, except for damage by frost in parts, are favourable. Markets are well supplied. Fodder is sufficient. Prices show a slight rise in some districts otherwise they are fairly stationary.

**Punjab.**—*For week ending 1st February.*—No rain fell during the week: It is badly wanted throughout the Province to improve the prospects of the standing spring crops. Sugar-cane pressing still continues in some districts. Watering of the spring and ploughing for the extra spring crops are in progress. The standing crops are generally in fair condition: they are up to the average in Jullundur and below the average in Dera Ismail Khan. Irrigated crops are promising while those dependent on rain are mostly suffering from drought. The rapeseed crop is being damaged by caterpillars in two tahsils and by cold in one tahsil of the Ferozepore district. Cattle are generally in good condition. Fodder is scarce in Delhi, Shahpur and parts of Dera Ismail Khan, insufficient in Lahore, and ample elsewhere. Prices, specially of wheat, are rising in Jullundur, Amritsar, Rawalpindi and Peshawar and are unchanged elsewhere. Wheat is selling from 15½ to 21, gram 21½ to 24, barley 32, bulrush millet 20 to 24½, maize 26 to 32, great millet 25, and rice 13 to 14 seers per rupee.



**Central Provinces.**—*For week ending 31st January.*—The weather is clear and cold. The prospects of the winter crops are fair to good in all districts except in Saugor, Damoh and part of Chanda where they are poor to gloomy. Some damage through frost to standing crops, more especially to pulses, is reported from Saugor, Damoh and Bhandara, and through frost and want of moisture from Mandla. The reaping and threshing of the autumn crops have almost been completed and the pressing of sugar-cane continues. The reaping of the winter crops has begun in some districts but employment for agricultural labour is scarce in Saugor and Damoh. Fodder has become scarce in the Bargarh tahsil of Sambalpur. The cheapest prices are:—Wheat 20, gram 32, rice 26 and *juar* 38 seers per rupee. The dearest prices are wheat 12, gram 15, rice 11½, and *juar* 20 seers per rupee. Wheat continues to sell above the normal rate in the south, east and west of the provinces, and the price of gram is still low in the northern districts.

**Burma.**—*For week ending 28th January.*—In Lower Burma reaping still continues in a few districts. In Bassein the outturn is found to be slightly less than was anticipated. In Upper Burma sowing and transplanting of dry weather paddy and miscellaneous crops are progressing. Prospects continue favourable. The price of paddy has risen slightly in Rangoon, Thongwa, Henzada, Thaton, Tavoy, Minbu and Bhamo and has fallen in Mandalay and to a less extent in Pegu.

**Assam.**—*For week ending 31st January.*—Slight rain fell during the week in all districts except Goalpara and Kamrup. Harvesting of the late rice crop still continues in Kamrup and Nowgong. Gathering of pulses, pruning of tea, and pressing of sugarcane are in progress. The prospects of the sugarcane, mustard and pulse crops are generally good. Fodder is scarce in Cachar and the Naga, Khasi and Jaintia Hills. Water is insufficient in the Khasi and Jaintia Hills. Prices—common rice, Silchar 14½ to 15, Sylhet, Dhubri and Gauhati 16, and Tezpur, Nowgong, Sibsagar and Dibrugarh, 13 seers per rupee.

**Mysore and Coorg.**—*For week ending 1st February.*—**MYSORE:** Prospects are good. *Ragi* (*Eleusine coracana*) has been harvested in parts of Bangalore, Kolar, Mysore and Chittaldroog. Prices have fallen slightly in Bangalore, Mysore and Kadur and have risen in Shimoga.

**COORG:**—The threshing of rice continues whilst that of *ragi* (*Eleusine coracana*) has been completed. Coffee is still being gathered. Prices of food grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 1st February.*—**BERAR:** The weather is cool. The winter crops are not in good condition. Land is being prepared for the ensuing monsoon crops in all districts except Amraoti. A scarcity of fodder and water prevails in parts of the province. Prices are stationary.

**Hyderabad.**—No rain fell during the week. Harvesting of the spring crops continues and weeding of the winter crop is in progress. Insects are damaging the castor-seed crop in parts of the Warangal and Nalgunda districts. Prices continue stationary. Prices—wheat 9, coarse rice 10½, and *juari* 21½ seers per current sicca rupee.

**Central India.**—*For week ending 1st February.*—No rain fell during the week. Agricultural operations have been completed in Bundelkhand and are in progress elsewhere. The condition of the standing crops and their probable outturn are good, though slight damage has been caused by frost in Gwalior, Bundelkhand and Malwa. Agricultural stock and pasturage are in good condition. Prices are normal everywhere. The condition of opium is good in Bhopal and fair in Malwa.

**Rajputana.**—*For week ending 1st February.*—No rain fell during the week. Irrigation of crops continues. Their condition is generally good but they have been slightly damaged by frost in Merwara, Jeypore and Ulwar and considerably in Kishengurh. Cattle are generally in good condition. The Government reserves have been opened to grazing in Ajmere-Merwara. Distress is spreading and increasing in Marwar. Takavi advances have been granted freely with beneficial results. In Ajmere distress is increasing in some villages of Gangwana. Fodder is scarce in parts of Sirohi, Marwar, Kherwara, Meywar, Haraoti, Ajmere, Jeypore and Bikaner. Prices are rising in Jhallawar and Jeypore, falling in Sirohi and Meywar, and are steady elsewhere. Emigration from the distressed Ajmere villages and from Merwara continues: 113 persons emigrated during the week. The total emigration from Merwara up to date amounts to 3,956 persons. The numbers employed on relief works were—409 in Ajmere, 2,608 in Merwara and 1,087 in Marwar. Prices—Ajmere 20, Beawar 22 and Marwar  $14\frac{1}{2}$  seers per rupee.

**Kashmir.**—*For week ending 31st January.*—The weather has been snowy and cloudy but is now fine. Prices continue below normal. The price of rice is 27 seers per rupee.

**JAMMU PROVINCE:**—*For week ending 1st February.*—Report not received.

**Nepal.**—*For week ending 28th January.*—Rainfall .06. The weather is foggy and damp. The price of rice is  $8\frac{1}{2}$  seers per rupee.

T. W. HOLDERNESS,  
*Secretary to the Government of India.*



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST TO 22ND  
JANUARY, 1898, AND FROM 1ST TO 21ST JANUARY, 1899.

N.B.—As regards the figures in column *Total Earnings from 1st January 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the first half of 1898.	WEEK ENDING 22ND JANUARY, 1898.				WEEK ENDING 21ST JANUARY, 1899.				Earnings from 1st to 22nd January, 1898.	Earnings from 1st to 21st January, 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.													
Standard gauge—													
East Indian . . . . .	664	1,740	13,64,967	784	1,745	11,84,000	679	38,48,265	36,18,000	...	2,30,265		
Bengal Central . . . . .	162	125	21,371	171	125	18,200	146	57,867	54,000	...	3,867		
Bengal-Nagpur . . . . .	181	862	1,35,696	157	1,186	1,70,000	143	4,19,709	4,89,000	69,291	...		
Indian Midland (including Bhopal-Itarsi) . . . . .	171	752	1,55,427	180	868	1,35,000	156	4,24,507	4,15,000	...	9,507		
Berwada Extn. (East Coast State) . . . . .	191	21	3,807	181	21	2,400	114	10,685	7,200	...	3,485		
Madras-Ennur sec. (Berwada-Mad.) . . . . .	119	9	625	69	9	800	89	2,511	2,300	...	211		
Metre gauge—													
Rajputana-Malwa (inclgd. G.-R.-Nagda) . . . . .	264	1,815	4,28,334	236	1,815	4,97,000	274	13,17,900	14,29,000	1,11,100	...		
Palanpur-Deesa . . . . .	44	17	458	27	17	800	47	1,458	2,200	742	...		
South Indian . . . . .	161	1,042	1,38,354	133	1,013	1,27,000	125	4,56,592	4,03,000	...	53,592		
Mayavaram-Mutpet . . . . .	88	54	4,075	75	54	3,500	65	11,442	11,300	...	142		
Southern Mahratta (inclgd. G.-M. Fron. sec.) . . . . .	103	1,165	98,581	85	1,165	92,400	79	3,21,409	2,81,000	...	40,409		
Mysore section (Southern Mahratta) . . . . .	107	296	35,938	121	296	17,800	60	1,09,330	52,900	...	56,430		
Bengal and North-Western system . . . . .	162	827	1,35,999	164	928	1,27,000	137	3,98,674	3,82,000	...	16,674		
Lucknow-Bareilly . . . . .	106	231	25,477	110	231	22,200	96	68,829	63,300	...	5,529		
Assam-Bengal . . . . .	90	286	26,629	93	398	34,500	87	75,014	99,200	24,186	...		
Burma . . . . .	223	937	2,43,604	209	936	1,85,000	198	6,78,834	5,20,000	...	1,58,834		
TOTAL . . . . .	266	10,179	27,99,542	275	10,812	26,17,600	242	82,03,026	78,29,400	...	3,73,626		
State lines worked by the State.													
Standard gauge—													
North-Western (a) . . . . .	287	2,886	7,57,340	262	2,886	6,58,000	228	22,67,870	19,56,000	...	3,11,870		
Oudh and Rohilkhand (inclgd. the m. g. link) . . . . .	217	875	2,15,682	246	1,013	1,95,000	192	6,00,849	6,05,000	4,151	...		
Eastern Bengal (inclgd. metre & 2' 6") . . . . .	319	818	3,34,097	408	825	2,40,000	291	9,40,121	6,86,000	...	2,54,121		
East Coast (b) . . . . .	116	535	58,082	108	720	01,500	85	1,56,764	1,70,000	13,236	...		
Special gauges—													
Jorhat . . . . .	66	28	2,808	100	28	1,700	61	6,849	6,400	...	449		
Cherra-Companyganj . . . . .	20	...	(c)	...	8	600	75	(c)	1,700	1,700	...		
TOTAL . . . . .	261	5,145	13,68,009	266	5,480	11,56,600	211	39,72,453	34,25,100	...	5,47,353		
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system . . . . .	514	1,491	6,48,078	435	1,491	8,62,000	578	20,24,166	25,57,000	5,32,834	...		
Bombay, Baroda and Central India . . . . .	775	461	2,38,512	517	461	3,00,000	651	7,59,331	9,15,000	1,55,669	...		
Madras . . . . .	258	840	1,96,869	234	840	1,68,000	200	6,25,618	5,01,000	...	1,24,618		
TOTAL . . . . .	480	2,792	10,83,459	388	2,792	13,30,000	476	34,09,145	39,73,000	5,63,855	...		
TOTAL (GUARANTEED AND STATE) . . . . .	297	18,110	52,51,010	290	19,084	51,04,200	267	1,55,84,624	1,52,27,500	...	3,57,124		
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka . . . . .	217	162	80,281	496	162	25,300	156	1,35,958	76,100	...	59,858		
Tarkessur . . . . .	320	22	8,277	376	22	5,300	241	19,379	16,400	...	2,979		
Southern Punjab (Delhi-Samāsata) . . . . .	75	490	19,616	49	400	24,100	60	63,503	71,100	7,537	...		
Tapti Valley . . . . .	...	...	...	...	36	800	22	...	2,200	...	2,200		
Metre gauge—													
Mymensingh-Jamalpur-Jagannath-ganj . . . . .	...	...	...	...	33	900	27	...	2,800	2,800	...		
Rohilkund and Kumaon (Co.'s sec.) . . . . .	137	66	5,136	77	66	5,000	76	15,089	15,900	811	...		
Bengal Doonars . . . . .	106	36	4,693	130	36	3,100	86	10,423	8,300	...	2,123		
Dibru-Sadiya . . . . .	200	78	13,571	174	78	16,700	214	46,899	48,200	1,301	...		
Ahmedabad-Parantij . . . . .	59	55	2,602	47	55	3,300	60	7,729	10,100	2,371	...		
Special gauges—													
Darjeeling-Himalayan . . . . .	266	51	9,319	183	51	10,000	196	30,785	23,000	...	7,785		
Bārsi . . . . .	150	21	3,173	151	21	3,000	143	10,504	9,200	...	1,304		
TOTAL . . . . .	135	891	1,46,668	105	960	97,500	102	3,40,329	2,83,300	...	57,029		
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonā . . . . .	31	74	2,601	35	74	4,900	66	6,862	14,500	7,638	...		
Bhopal-Ujjain . . . . .	76	114	8,493	75	114	10,800	95	25,745	30,400	4,655	...		
Nagda-Ujjain . . . . .	86	35	1,904	50	34	1,800	53	4,741	4,800	59	...		
The Nizam's guaranteed state . . . . .	235	334	78,871	236	334	73,800	221	2,13,575	2,21,000	7,425	...		
The Gaekwar's Petlad . . . . .	70	15	464	36	15	800	62	1,349	2,400	1,051	...		
Rajpura-Bhatinda . . . . .	140	108	22,010	204	108	11,300	105	52,385	30,600	...	21,785		
Kolar Gold-fields . . . . .	408	10	2,827	283	10	3,500	350	10,339	10,500	161	...		
Metre gauge—													
Yesvantpur-Mysore Frontier section (inclgd. M.-Nanjangūd) . . . . .	71	66	4,122	62	66	2,500	38	14,457	8,200	...	6,257		
The Gaekwar's Mehsana . . . . .	81	93	6,437	69	93	6,000	65	17,946	16,800	...	1,146		
Kolhapur . . . . .	55	29	904	33	29	1,700	59	3,144	4,300	1,156	...		
Special gauges—													
The Gaekwar's Dabhoi . . . . .	58	79	3,209	41	79	2,900	37	8,812	9,100	288	...		
Rajpipla . . . . .	13	19	49	3	19	200	11	210	500	290	...		
Cooch Behar . . . . .	63	22	3,585	163	25	1,100	44	6,476	3,900	...	2,576		
TOTAL . . . . .	133	996	1,35,596	136	998	1,21,300	122	3,66,041	3,56,700	...	9,341		
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junagad-Port-bandar . . . . .	126	334	34,423	103	334	34,500	103	99,942	94,000	...	5,942		
Jetalsar-Rajkot . . . . .	80	46	3,473	76	46	3,500	76	10,072	10,100	...	27		
Jamnagar . . . . .	38	54	2,135	40	54	1,800	33	5,713	5,500	...	213		
Dhrangadra . . . . .	...	...	...	...	21	1,000	48	...	2,900	...	2,900		
Jodhpore-Bikaner . . . . .	66	364	22,044	61	407	40,000	98	69,660	1,15,000	45,340	...		
Cooyepore-Chitor . . . . .	42	60	1,903	32	60	2,300	38	5,374	7,700	2,326	...		
Special gauge—													
Morvi . . . . .	82	94	6,055	64	94	7,600	81	18,997	20,700	1,703	...		
TOTAL . . . . .	86	952	70,033	74	1,016	99,790	89	2,10,358	2,55,900	45,542	...		
GRAND TOTAL . . . . .	273	20,955	56,03,397	267	22,058	54,13,700	245	1,65,01,352	1,61,23,400	...	3,77,952		

(a) Includes Jammu and Kashmir and Hyderabad-Shadipath ryo.  
(b) Includes Berwada-Madras ry.

(c) Closed for traffic.

CALCUTTA, the 3rd February, 1899.

W. J. McELHINNY, Capt., R.E.,

Offg. Under Secy. to the Govt. of India.

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. XLI of 1898-99.

## STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April, 1898*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 22ND JANUARY, 1898.				WEEK ENDING 21ST JANUARY, 1899.				Earnings from 1st April, 1897, to 22nd January, 1898.	Earnings from 1st April, 1898, to 21st January, 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open.		Total.	Per mile open.						
State lines worked by companies.													
Standard gauge—													
East Indian	654	1,740	13,64,967	784	1,745	11,84,000	679	4,71,50,659	4,73,83,000	2,32,341			
Bengal Central	183	125	21,371	171	125	18,200	146	9,66,393	8,66,000		1,60,393		
Bengal-Nagpur	139	862	1,35,696	157	1,186	1,70,000	143	46,84,982	53,35,000	6,50,018			
Indian Midland (including Bhopal-Itarsi)	155	752	1,35,427	180	868	1,35,000	156	48,97,235	49,39,000	41,765			
Bezawda extn. (East Coast State)	155	21	3,907	181	21	2,400	114	1,29,190	1,21,000		8,190		
Madras-Ennur sec. (Bezawda-Mad.)	135	9	625	69	9	800	89	48,189	32,800		15,389		
Metre gauge—													
Rajputana-Malwa (inclgd. G.-R.-Nagda)	210	1,815	4,28,334	236	1,815	4,97,000	274	1,57,39,781	1,82,93,000	24,63,219			
Palampur-Deesa	44	17	458	27	17	800	47	33,925	33,000		925		
South Indian	166	1,042	1,38,554	133	1,018	1,27,000	125	74,04,140	68,57,000		6,07,140		
Mayavaram-Mutpet	92	54	4,075	75	54	3,500	65	2,15,801	2,01,000		14,801		
Southern Mahratta (inclgd. G.-M. Fron. sec.)	113	1,165	98,581	85	1,165	92,400	79	57,79,804	43,76,000		14,03,804		
Mysore section (Southern Mahratta)	123	296	35,938	121	296	17,500	60	15,99,995	10,32,000		5,67,995		
Bengal and North-Western system	147	827	1,35,999	164	928	1,27,000	137	49,23,280	51,07,000	1,83,720			
Lucknow-Bareilly	81	231	25,477	110	231	22,200	96	6,80,883	8,15,000	1,34,117			
Assam-Bengal	73	286	26,629	93	398	34,500	87	7,87,605	10,71,000	2,83,395			
Burma	186	937	2,43,604	260	936	1,85,000	198	64,54,993	65,51,000	96,007			
TOTAL	243	10,179	27,99,542	275	10,812	20,17,000	242	10,15,50,855	10,28,62,800	13,05,945			
State lines worked by the State.													
Standard gauge—													
North Western (a)	236	2,886	7,57,340	262	2,886	6,58,000	228	2,78,11,564	2,98,62,000	20,50,436			
Quidh and Rohilkhand (inclgd. the m.g. link)	195	875	2,15,682	245	1,013	1,95,000	192	70,51,387	80,16,000	9,64,613			
Eastern Bengal (inclgd. metre & 2'6")	362	818	3,34,097	408	825	2,40,000	291	1,25,66,521	1,10,44,000		9,22,521		
East Coast (b)	166	538	58,052	108	720	61,300	85	23,04,107	21,12,000		1,92,107		
Special gauges—													
Jorhat	69	28	2,808	100	28	1,700	61	78,255	77,200		1,055		
Cherra-Companyganj	44	...	(c)	...	8	600	75	(d) 4,257	(e) 4,900	643			
TOTAL	235	5,145	13,68,009	266	5,480	11,50,600	214	4,98,16,091	5,17,16,100	19,00,009			
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	381	1,491	6,48,078	435	1,491	8,62,000	578	2,22,12,935	2,78,24,000	56,11,065			
Bombay, Baroda and Central India	586	401	2,38,512	517	401	3,00,000	651	1,14,42,218	1,31,40,000	16,97,782			
Madras	261	840	1,90,809	234	840	1,68,000	200	93,02,670	85,45,000		7,57,670		
TOTAL	379	2,792	10,83,459	388	2,792	13,30,000	476	4,29,57,823	4,95,09,000	65,51,177			
OTAL (GUARANTEED AND STATE)	262	18,116	52,51,010	290	19,084	51,04,200	267	19,43,30,769	20,40,87,900	97,57,131			
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	207	162	80,281	496	162	23,300	156	13,78,898	11,82,000		1,96,898		
Tarkessur	278	22	8,277	370	22	5,300	241	2,44,649	2,37,000		7,649		
Southern Punjab (Delhi-Samastat)	42	400	19,616	49	400	24,100	60	(f) 1,67,204	11,94,000	10,26,796			
Tapti Valley	...	...	...	...	36	800	22	...	(g) 5,200	5,200			
Metre gauge—													
Mymensingh-Jamulpur-Jagannath-ganj	...	...	...	...	33	900	27	...	(h) 11,300	11,300			
Ronikund and Kumaon (Co.'s sec.)	121	66	5,136	77	66	5,000	70	3,39,936	3,88,000	48,064			
Bengal Doonars	149	36	4,693	130	36	3,100	86	2,43,133	2,27,000		16,133		
Dibru-Sadiya	198	78	13,571	174	78	16,700	214	6,38,666	6,44,000	5,334			
Ahmedabad-Parantij	45	55	2,602	47	55	3,300	60	(i) 76,797	1,30,000	53,203			
Special gauges—													
Darjeeling-Himalayan	274	51	9,319	183	51	10,000	196	6,19,334	6,17,000		2,334		
Barsi	125	21	3,173	151	21	3,000	143	1,07,232	92,100		15,132		
TOTAL	147	891	1,46,668	105	960	97,500	102	38,15,849	47,27,600	9,11,751			
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Gooma	26	74	2,601	35	74	4,900	66	78,470	1,15,000	36,530			
Bhopal-Ujjain	61	114	3,493	75	114	10,800	95	2,78,944	3,47,000	68,056			
Nagda-Ujjain	60	35	1,964	50	34	1,800	53	82,125	99,900	17,775			
The Nizam's guaranteed state	211	334	78,871	230	334	73,500	221	29,03,975	31,55,000	2,51,025			
The Gaekwar's Petlad	84	13	404	30	13	800	62	53,450	47,500		5,950		
Rajputa-Bhatinda	122	108	22,010	204	108	11,300	105	5,64,224	5,20,000		44,224		
Kolar Gold-fields	402	10	2,827	283	10	3,500	350	1,67,202	1,63,000		4,202		
Metre gauge—													
Yesvantpur-Mysore Frontier section (inclgd. M.-Nanjangud)	84	66	4,122	62	66	2,500	38	2,49,986	1,66,000		83,986		
The Gaekwar's Mehsana	71	93	6,437	69	93	6,000	65	2,80,158	2,79,000		1,158		
Kolhapur	57	29	964	33	29	1,700	59	71,448	63,000		8,448		
Special gauges—													
The Gaekwar's Dabhoi	51	79	3,209	41	79	2,900	37	1,69,850	1,74,000	4,150			
Rajpipla	11	19	49	3	19	200	11	5,913	3,900	2,013			
Cooch Behar	54	22	3,585	163	25	1,100	44	49,398	53,500	4,102			
TOTAL	120	996	1,35,596	130	998	1,21,300	122	49,55,151	51,91,800	2,36,649			
Lines owned and worked by native states.													
Metre gauge—													
Bhasnagar-Gondal-Junagad-Porbandar	97	334	34,423	103	334	34,500	103	13,77,663	13,79,000	1,337			
Jetalpur-Rajkot	82	40	3,473	70	46	3,500	70	1,64,736	1,44,000		20,736		
Junagar	38	54	2,135	40	54	1,800	33	(j) 90,189	80,700		3,489		
Dhrangadra	...	...	...	...	21	1,000	48	...	(k) 20,000	26,000			
Jodhpore-Bikaner	62	364	22,044	61	407	40,000	98	9,52,162	11,61,000	2,08,838			
Godoyore-Chitor	38	60	1,903	32	60	2,300	38	98,079	1,21,000	22,921			
Special gauge—													
Morvi	83	94	6,055	64	94	7,600	81	3,53,069	3,24,000		29,069		
TOTAL	75	932	70,033	74	1,016	90,700	89	30,35,898	32,41,700	2,05,802			
GRAND TOTAL	243	20,955	56,03,307	267	22,058	54,13,700	245	20,61,37,007	21,72,49,000	1,11,11,333			

(e) Includes Jammu and Kashmir and Hyderabad-Shadipalli rys.

(f) Includes Bezawda-Madras ry.

(g) Closed for traffic.

(h) From 1st April to 13th June, 1897.

(i) From 1st to 30th April, 1898, and from 1st to 21st January, 1899.

(j) From 10th November, 1897, to 22nd January, 1898.

(k) From 1st December, 1898, to 21st January, 1899.

(l) From 13th October, 1898, to 21st January, 1899.

(m) From 1st May, 1897, to 22nd January, 1898.

(n) From 8th April, 1897, to 22nd January, 1898.

(o) From 1st June, 1898, to 21st January, 1899.

W. J. McELHINNY, Capt., R.E.



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OFFICIAL PAPERS.

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GOVERNMENT OF INDIA,

DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the week ending at 8 a.m. on  
Saturday, January 28th, 1899.**

The week under review was remarkably free from disturbance throughout the Indian region, with the exception of Kashmir, the extreme south of the Peninsula and Bengal. The first of these areas obtained light snow on the 25th and 26th due to a slight depression in the North Punjab, the second area some local showers from intensified north-east winds on the 22nd and 23rd, and the last-named locality numerous thundershowers on the 27th due to the passage eastwards through that area of a low pressure wave. The temperature conditions of the week were much less abnormal than during the previous two weeks. Temperature was in steady moderate defect in Madras due chiefly to low night temperature accompanying great dryness of the air caused by the prevalence of dry land winds. Very cool weather prevailed over the whole of Bengal during the first three days of the week, and remarkably low night temperatures were recorded at Calcutta and Saugor Island on the night of the 21st. On the mean of the whole week temperature was approximately normal over the whole of the Indian area, excepting Assam, Bengal, Bihar and Madras, where it was in moderate defect.

**Daily Summary.—Sunday, January 22nd.**—Pressure had decreased throughout the Indian area, and was now practically normal. Light irregular airs and calms obtained over the whole of Northern and Central India, where pressure was approximately uniform. Moderate gradients obtained in the Peninsula and the Bay of Bengal, and winds were strong in the south-west of the Bay. Skies were densely clouded in the North-West Himalayas, the South-



East Punjab and the adjacent districts of the North-Western Provinces. They were moderately clouded in the south of the Peninsula and Ceylon, and moderate rain had fallen in East Ceylon and showers in the extreme south of Madras. Temperature was in considerable to large defect of the normal in Assam, Bengal, Orissa, Chota Nagpur, the Gangetic Plain, Berar and the Central Provinces and practically normal in the remainder of India and Burma. Temperature was, on the other hand, in considerable excess in Baluchistan due to much higher day temperature than usual.

*Monday, January 23rd.*—A rapid rise of the barometer had occurred in Baluchistan and Upper Sind, and pressure was now upwards of a tenth of an inch above the normal in that area. Pressure had increased slightly to briskly in the Punjab and Lower Sind, and was in slight excess. In the remainder of India the barometric changes were too small to affect the relative distribution of pressure. Winds were unchanged in direction, but were somewhat lighter in the south-west of the Bay and the Coromandel Coast districts. The air was very dry in West Rajputana and the hill districts of Northern India. Skies had cleared in Upper India, and were now free from cloud over the whole of the Indian area, except Southern India and Ceylon, where they continued moderately clouded. Moderate rain had fallen in Ceylon and showers in the extreme south of Madras. A rapid fall of temperature had occurred in Baluchistan, and temperature was now practically normal in that area. Temperature had, on the other hand, increased slightly to rapidly in India, thus reducing the deficiency in that area. The mean temperature of the previous 24 hours was from  $3^{\circ}$  to  $7^{\circ}$  below the normal in North-Eastern India and approximately normal in other districts. The chief feature of the temperature conditions was the unusually large diurnal range in the Punjab and Rajputana ( $11^{\circ}$  above the normal).

*Tuesday, January 24th.*—Pressure had given way over the whole Indian area. The fall was rapid in Sind and the Punjab, slight in Burma and Southern India and brisk over the intervening region. Pressure was below the normal throughout India and Burma by amounts ranging from  $\cdot 04$ " in Burma and Southern India to  $\cdot 13$ " in the North-West Punjab. Pressure was unusually uniform over the greater part of the interior of India, and winds were light and unsteady. Winds had shifted to north-westerly directions in South Madras, and caused a very rapid decrease of humidity. Skies had clouded over in Kashmir and the Punjab due to the formation of a slight disturbance in the North Punjab and Chitral. Skies were clearing in Southern India and Ceylon. Practically no rain or snow had fallen at any of the meteorological stations. Temperature had increased to a moderate extent in North-Eastern India, but was still in moderate to considerable defect. Temperature had decreased briskly in Southern India and also in Gujarat and Baluchistan, and averaged  $2^{\circ}$  to  $3^{\circ}$  below the normal. The variations of temperature from the normal were small and unimportant in other districts.

*Wednesday, January 25th.*—Pressure had increased slightly in Bengal, Assam and Upper Burma and briskly in the North-West Punjab. Pressure was steady in Lower and Central Burma and Baluchistan, and had fallen over the remainder of the country—briskly in Rajputana and Central India. Pressure was in moderate excess in Baluchistan and more or less in defect in India and Burma. The deficiency was least in amount in East and North Bengal and greatest in Rajputana, Central India and the central and northern districts of the Central Provinces, where it was slightly upwards of a tenth of an inch. Winds had shifted to southerly directions in Bengal and easterly directions in the Gangetic Plain. Humidity had increased very rapidly in Gujarat and the hill districts of Upper India, and decreased in Sind, Rajputana, the Central Provinces and the Peninsula. Skies had cleared in the North and West Punjab, but were overcast in Kashmir and heavily clouded in the South-East Punjab, the North-Western Provinces and East Rajputana. Light snow had fallen in Kashmir and probably also in Chitral. Temperature had increased rapidly in Orissa, Sind and Rajputana and briskly in Bengal, Gujarat and Berar. The temperature conditions were now much less abnormal than for some days

past. The mean temperature of the past day was in moderate defect in Bengal, Assam, Bihar, Mysore and Madras and in moderate excess in Berar, Sind and Rajputana.

*Thursday, January 26th.*—Pressure had fallen slightly in Baluchistan and increased slightly to briskly in North-Western India, and was now practically normal over the whole of that area. Pressure had increased briskly to rapidly in Kashmir, and the feeble disturbance in that area on the previous day had passed away. Pressure had decreased slightly to briskly in North-Eastern India, and was nearly an eighth of an inch in defect of the normal in Chota Nagpur. The pressure changes were small and irregular in the Peninsula, and the pressure conditions remained unchanged in that area. Winds from between south and east prevailed in Bengal, Bihar and Chota Nagpur, and skies were clouding over in that area. Skies were lightly clouded in Southern India, and were clear in the remainder of India and Burma. Light snow had fallen in Kashmir and a local shower at Mymensingh. Temperature had decreased slightly in the southern half of the Peninsula, and averaged  $3^{\circ}$  below the normal in Mysore and Madras during the previous 24 hours due almost solely to much lower night temperature than usual. Temperature had again increased briskly in North-Eastern India, and was now approximately normal over nearly the whole of Central India, the Central Provinces and Upper India. It was  $2^{\circ}$  in defect of the normal in Burma, Assam and the North-Western Provinces and  $5^{\circ}$  below in Baluchistan.

*Friday, January 27th.*—Pressure had recovered briskly over the greater part of Northern and Central India and Upper Burma and slightly in the Peninsula and Baluchistan. Pressure differed to no important extent from the normal over by far the greater part of the country. It was in moderate to considerable excess in Upper Burma and Assam and in moderate defect in Berar and the Central Provinces. Winds were shifting back to northerly directions in Bengal. Humidity had increased generally in India and fallen in Baluchistan. The air was very dry in Berar, Gujarat and the West Punjab. The lowest humidity recorded at 8 A.M. in that area was 20 per cent. at Deesa and Bhavnagar-Para. Skies were heavily clouded in Baluchistan and Kashmir and partially clouded in North-Western and Central India. Local thundershowers had occurred in Bengal, but skies were now clearing in that area. A brisk to rapid increase of temperature had occurred in Chota Nagpur, Bihar and Bengal, and the mean temperature of the previous 24 hours was  $5^{\circ}$  above the normal in Chota Nagpur,  $3^{\circ}$  in Orissa and  $2^{\circ}$  in Bengal and Bihar. Temperature continued in moderate to considerable defect of the normal in Mysore and Madras. Temperature was practically normal in North-Western and Central India and the Deccan. The diurnal range of temperature was, however, unusually large in the Punjab, where the day temperature averaged  $4^{\circ}3$  above the normal and the night temperature  $4^{\circ}4$  below it.

*Saturday, January 28th.*—The barometric changes of the previous 24 hours were generally small in amount, and produced no important change in the pressure conditions prevailing on the previous day. Winds continued light and unsteady in Northern India. Winds were much below their normal strength in Madras and Mysore. A further slight decrease of humidity had occurred in Gujarat and Upper Sind, and the air was now unusually dry in that area. The percentage of humidity at 8 A.M. was only 18 at Bhavnagar-Para and 28 at Bhuj. There was much cloud in Baluchistan, North-Eastern India and South Madras. No rain had fallen anywhere in the Indian area beyond a light shower at Colombo. Temperature was in moderate to considerable excess in Orissa, Chota Nagpur, Rajputana, Central India and Berar and  $3^{\circ}$  in defect in the West Coast and Bihar. Elsewhere the variations from the normal were small and of no significance.

**Temperature.**—The mean temperature conditions of the week varied to a much less extent from the normal than during the preceding two weeks. The chief feature was a persistent moderate deficiency of temperature in Madras due chiefly to low night temperature accompanying the prevalence of dry land



winds. Another important feature was the unusually large diurnal range of temperature in North-Western India due to the day temperature being in considerable excess and the night temperature in defect by nearly equal amounts. Thus the diurnal range averaged  $11^{\circ}$  above the normal in the Punjab and Rajputana on the 23rd and  $11\frac{1}{2}^{\circ}$  above in Sind, and  $9^{\circ}$  above in the North-Western Provinces on the 24th. Temperature was very low in the Bengal Presidency during the first three days of the week, but increased rapidly on the 25th and 26th and was more or less above the normal on the last two days. Temperature was in considerable defect of the normal in Berar and the Central Provinces at the commencement of the week, but rose rapidly during the next two days and was from  $1^{\circ}$  to  $3^{\circ}$  above the normal during the remainder of the week. Temperature differed but little from the normal throughout the week in Burma. On the mean of the whole week temperature was normal over the whole of the Indian area, with the exception of Assam, Bengal, Bihar and Madras, where it was in moderate defect.

The following statement gives the variations of the mean daily temperature from the normal for the 20 divisions of the Empire on each day of the week and for the whole week:—

PROVINCE.	VARIATION FROM NORMAL OF MEAN TEMPERATURE OF 24 HOURS PRECEDING 8 A.M. OF DATE							Mean variation of week.
	22nd.	23rd.	24th.	25th.	26th.	27th.	28th.	
	°	°	°	°	°	°	°	°
Burma . . . . .	+0.6	-0.2	-1.1	-1.5	-1.7	-0.8	-0.1	-0.7
Assam . . . . .	-4.3	-3.3	-2.7	-2.7	-2.3	-2.6	-1.1	-2.7
Bengal . . . . .	-4.9	-4.7	-4.6	-2.3	+0.4	+2.5	+1.9	-1.7
Orissa . . . . .	-6.7	-5.1	-3.1	+0.9	+3.2	+2.8	+2.6	-0.8
Bihar . . . . .	-4.9	-3.2	-2.4	-2.3	-0.2	+2.1	-2.5	-1.9
Chota Nagpur . . . . .	-5.2	-4.4	-0.7	-0.8	+0.9	+4.6	+3.3	-0.3
North-Western Provinces and Oudh . . . . .	-3.0	-2.4	-1.4	-0.5	-2.4	-1.0	+1.1	-1.4
Punjab . . . . .	0	-0.5	+0.8	+0.5	-1.2	-0.1	-0.1	-0.1
Sind . . . . .	-1.9	-1.3	-1.7	+2.2	+0.2	+0.5	-0.3	-0.3
Rajputana . . . . .	+0.1	+0.9	-2.1	+1.7	+1.2	-0.2	+2.2	+0.5
Gujarat . . . . .	+1.0	+0.4	-3.0	-0.7	-1.0	-1.0	-1.9	-0.9
Central India . . . . .	-1.3	+0.5	+0.6	-0.7	-0.6	-0.5	+2.0	0
Central Provinces . . . . .	-4.1	-0.9	+0.8	+1.1	+1.4	+1.3	+1.6	+0.2
Berar . . . . .	-4.9	-0.8	+1.4	+3.0	+1.6	+0.2	+2.2	+0.4
West Coast . . . . .	-0.2	+0.9	-0.5	-1.2	-2.0	-2.0	-3.1	-1.2
Bombay Deccan . . . . .	-0.8	-1.3	-1.0	-0.8	-0.4	-1.1	-0.3	-0.8
Mysore . . . . .	+1.3	+1.6	-1.6	-2.2	-2.7	-1.6	-1.7	-1.0
Madras Coast . . . . .	-0.9	-2.1	-2.4	-2.3	-2.9	-2.3	-1.2	-2.0
Madras Deccan . . . . .	-1.1	-1.6	-3.0	-2.5	-3.4	-2.4	-1.3	-2.2
South India . . . . .	-1.3	-0.7	-2.8	-2.8	-3.9	-3.3	-0.6	-2.2
Mean for whole of India . . . . .	-2.1	-1.4	-1.5	-0.7	-0.8	-0.2	+0.1	-1.0

The following gives the most noteworthy night temperatures recorded during the week:—

STATION.	Lowest night temperature recorded during the week.	Date on which recorded.	Lowest minimum recorded in January previous to 1899.	Year in which recorded.
Calcutta . . . . .	44.7	22nd	45.5	1878
Saugor Island . . . . .	46.0	22nd	46.8	1878
Wellington . . . . .	37.2	26th	34.2	1885
Bellary . . . . .	52.6	26th	50.8	1891 and 1882
Cuddapah . . . . .	56.3	26th	57.3	1891

**Rainfall.**—Light snow fell in Kashmir and Chitral on the 25th and 26th due to a slight and ill-defined disturbance in the North Punjab and light to moderate showers in Assam, Deltaic, East and Central Bengal, Chota Nagpur and South Bihar between the 26th and 28th due to the advance eastwards of a low pressure wave across that area. The total amounts in these areas were, however, small and less than the normal, except in the case of East and Central Bengal and Assam (Surma) which divisions obtained from two to three times the normal fall of the week. Weather was unusually fine and dry over the remainder of the Indian area throughout the week, except locally in the extreme south of Madras, where light showers were received on the 22nd and 23rd from intensified north-east winds. Hence the chief feature of the weather of the week was the absence of cold weather storms and the consequent prevalence of quiet settled weather over Baluchistan, North-Western and Central India, which areas receive light to moderate rain during the period in years of ordinary meteorological conditions.

During the period 1st to 28th January less rain than usual has fallen over by far the greater part of the country, the only exceptions being Bengal, Chota Nagpur, Bihar, Oudh and the east of the North-Western Provinces. The deficiency is, on the whole, most marked in Baluchistan and the Punjab, which usually obtain moderate to heavy rain, but where practically or absolutely no rain has fallen since the beginning of January.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING 25TH, JANUARY 1899.			RAINFALL DATA FROM JANUARY 1ST TO JANUARY 25TH, 1899.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, January 1st to January 25th.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inch.	Inch.	Inch.	Inch.	Inch.	Per cent.
BURMA	1. Tenasserim	0	0	0	0	0	0
	2. Lower Burma Deltaic	0	0	0	0	0'06	- 100
	3. Central do.	0	0'02	-0'02	0	0'03	- 100
	4. Upper do.	0	0'08	-0'08	0'09	0'15	- 40
	5. Arakan	0	0'04	-0'04	0	0'05	- 100
BENGAL AND ASSAM	6. Eastern Bengal	0'44	0'19	+0'25	1'06	0'51	+ 108
	7. Assam Surma	0'41	0'25	+0'16	0'56	0'63	- 11
	8. Do. Hills	0'17	0'26	-0'09	0'68	0'76	- 11
	9. Do. Brahmaputra	0'14	0'32	-0'18	0'73	0'88	- 17
	10. Deltaic Bengal	0'10	0'17	-0'07	0'71	0'43	+ 65
	11. Central do.	0'41	0'14	+0'27	1'16	0'39	+ 197
	12. North do.	0'01	0'15	-0'14	0'71	0'39	+ 82
	13. Bengal Hills	0	0'29	-0'29	1'35	0'67	+ 101
	14. Orissa	0	0'16	-0'16	0'04	0'29	- 86
	15. Chota Nagpur	0'14	0'23	-0'09	0'73	0'58	+ 27
NORTH-WESTERN PROVINCES AND OUDH.	16. South Bihar	0'19	0'19	0	1'64	0'53	+ 209
	17. North do.	0'03	0'22	-0'19	1'12	0'57	+ 96
	18. North-Western Provin- ces East	0	0'18	-0'18	1'11	0'53	+ 109
	19. South Oudh	0	0'29	-0'29	0'87	0'69	+ 26
	20. North do.	0	0'41	-0'41	0'80	0'73	+ 10
	21. North-Western Provin- ces Central	0	0'16	-0'16	0'22	0'53	- 59
	22. North-Western Provin- ces West	0	0'22	-0'22	0'06	0'50	- 88
	23. North-Western Provin- ces East Submon- tane	0	0'24	-0'24	1'00	0'52	+ 92
	24. North-Western Provin- ces West Submon- tane	0	0'42	-0'42	0'33	1'12	- 71
	25. North-Western Provin- ces Hills	0	0'67	-0'67	1'20	1'91	- 37
PUNJAB	26. South-East Punjab	0	0'21	-0'21	0'02	0'59	- 97
	27. South do.	0	0'21	-0'21	0	0'61	- 100
	28. Central do.	0	0'35	-0'35	0'11	1'04	- 89
	29. Punjab Submontane	0	0'44	-0'44	0	1'20	- 100
	30. Do. Hills	0	0'78	-0'78	0'76	2'60	- 75
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	31. North Punjab	0	0'59	-0'59	0'02	1'52	- 99
	32. West do.	0	0'15	-0'15	0	0'40	- 100
	33. Malabar	0	0'61	-0'61	0'07	0'27	- 74
	34. Madras South-Cen- tral	0	0'03	-0'03	0	0'21	- 100
	35. Coorg	0	0'06	-0'06	0	0'27	- 100
CENTRAL PROV- INCES AND BEHAR.	36. Mysore	0	0	0	0	0'07	- 100
	37. Konkan	0	0'03	-0'03	0	0'12	- 100
	38. Bombay Deccan	0	0	0	0	0'07	- 100
	39. Hyderabad North	...	...	...	...	...	...
	40. Khandesh	0	0'01	-0'01	0	0'11	- 100
BOMBAY (NORTH).	41. Berar	0	0'06	-0'06	0	0'31	- 100
	42. Central Provinces West	0	0'17	-0'17	0	0'47	- 100
	43. Central Provinces Cen- tral	0	0'14	-0'14	0'02	0'50	- 96
	44. Central Provinces East	0	0'16	-0'16	0'02	0'40	- 95
	45. Gujarat	0	0'06	-0'06	0	0'07	- 100
RAJPUTANA AND CENTRAL INDIA.	46. Kathiawar	0	0'01	-0'01	0	0'01	- 100
	47. Sind	0	0'08	-0'08	0	0'28	- 100
	48. Baluchistan Hills	0	0'60	-0'60	0	1'76	- 100
	49. Central India East	0	0'07	-0'07	0'11	0'42	- 74
	50. Rajputana East, Cen- tral India West	0	0'07	-0'07	0	0'21	- 100
MADRAS	51. West Rajputana	0	0'10	-0'10	0	0'28	- 100
	52. East Coast North	0	0'03	-0'03	0'02	0'18	- 89
	52-A. Do. do. (a)	0	0	0	0	0'09	- 100
	53. Hyderabad South	0	0'03	-0'03	0	0'12	- 100
	54. Madras Central	0	0	0	0	0'05	- 100
	55. East Coast Central	0	0'04	-0'04	0'01	0'37	- 97
	56. Do. South	0'02	0'08	-0'06	0'21	0'48	- 56
	57. Madras South	0'25	0'15	+0'10	0'28	0'60	- 53

HEM RAJ,

Offg. Asst. Meteorological Reporter  
to the Government of India.

SIMLA, the 2nd February 1899.

T. W. HOLDERNESS,

Secretary to the Government of India.

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 4th February.*—Some rain fell in the southern part of Tinnevely and light scattered showers in the remaining parts of the southern districts and Circars. The water-supply is generally sufficient. Some sowings under irrigation are being made. The standing crops are in good condition except in parts of the Deccan. The harvest outturn is fair to normal. Pasturage is scarce, but fodder is generally sufficient. The condition of cattle is normal. Prices are falling generally.

**Bombay.**—*For week ending 8th February.*—Slight rain fell in two talukas of the Upper Sind Frontier. The standing crops have been damaged by frost in parts of three districts of Sind, by white ants in one taluka of Thar and Parkar, and by rats in one taluka of Bijapur. *Fowari* (*Sorghum vulgare*) has been injured by drought in one taluka of Poona, and wheat in one taluka of Dharwar by excessive wind. Reaping of the late crops is progressing in twelve and preparations for next season in six districts. Cotton-picking continues in parts of Gujarat and Kathiawar. Fodder is sufficient except in parts of Sind. Agricultural stock are generally healthy. Prices have risen in five and have fallen in the same number of districts.

**Bengal.**—*For week ending 6th February.*—There was rain during the week in various parts of Bengal Proper and in some places in Bihar and Chota Nagpur. The general prospects of the crops are favourable, but some damage is reported to have been done by hail in Gaya, Monghyr, and the Sonthal Parganas. Some of the spring crops are being harvested, and sugarcane is being pressed. Poppy has come into flower. Spring rice is still being transplanted. Ploughing for autumn rice and jute is in progress. There is no want of fodder anywhere. Prices show a slight fall in some districts and a slight rise in others, otherwise they are fairly stationary.

**North-Western Provinces and Oudh.**—*For week ending 8th February.*—Showers of rain are reported from a few districts and hail in Muzaffarnagar and Aligarh, otherwise the weather has been clear. The standing crops are doing well, but more rain is said to be needed in parts. The damage done to crops by frost has been slight, except in a few districts. Irrigation and sugarcane pressing continue. Harvesting of peas has begun. Prospects are favourable. Supplies and fodder are sufficient. Prices are stationary or rising slightly.

**Punjab.**—*For week ending 8th February.*—Rain has fallen in all districts, except Hissar, Delhi, Ferozepore and Sialkote. More rain is urgently needed. Sugarcane pressing still continues in some districts. Watering of the spring and ploughing for and sowings of the extra spring crops are in progress. The standing crops are generally in fair condition: they have benefited by the recent rain in most districts. Irrigated crops are flourishing, but those on dry land are still suffering from an insufficient rainfall. Crops are being damaged by rats in parts of Umballa and by caterpillars and rust in parts of Ferozepore. Cattle are generally in good condition. Fodder is scarce in Delhi, Umballa, Shahpur and Dera Ismail Khan, insufficient in Lahore but ample elsewhere. Prices, especially of wheat, are unchanged in Hissar, Delhi, Multan and Amritsar: they have fallen in Dera Ismail Khan, and have risen elsewhere on account of the continuous dry weather. Prices have again generally shown a tendency to rise, but the late rainfall, though light, may result in a check. Wheat is selling from 15½ to 20, gram 21 to 24,



barley 32, bulrush millet 20 to 24, maize 24 to 32, great millet 25 and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 7th February.*—The weather is occasionally cloudy and cold in Betul, Chhindwara, Wardha and Bilaspur, but is warmer than usual elsewhere. Slight showers of rain fell in Mandla, Seoni, Bilaspur and Balaghat, and are said to have been beneficial in Mandla. The prospects of the winter crops are fair to good in all districts except in Saugor and parts of Damoh and Chanda. The spring crops have suffered from want of rain in Raipur. Crops have been damaged extensively through the recent frost in Saugor and through frost and cloudy weather in Bhandara. The reaping and threshing of the autumn crops have almost been completed and the pressing of sugarcane continues. The reaping of the winter crops has begun in some districts. Employment for agricultural labour is scarce in Saugor and Damoh. The cheapest prices are wheat 20, gram 30, rice 26 and *juar* 29 seers per rupee. The dearest prices are wheat  $11\frac{3}{4}$ , gram  $14\frac{1}{2}$ , rice  $11\frac{7}{8}$ , and *juar*  $19\frac{5}{8}$  seers per rupee. Wheat continues to sell above the normal rate in the south, east and west of the provinces, but the price of gram is still low in the northern districts.

**Burma.**—*For week ending 4th February.*—In Lower Burma agricultural operations have been nearly completed: the outturn being generally less favourable than was anticipated. In Upper Burma cultivation of the dry weather paddy and miscellaneous crops continues, island crops are being reaped in places and standing crops are generally in good condition. The price of paddy has risen slightly in Akyab, Rangoon, Prome, Thongwa and Thaton, and fallen slightly in Amherst and Minbu. Prices are stationary elsewhere.

**Assam.**—*For week ending 7th February.*—Slight rain fell in Sylhet and the Naga Hills. It has benefited the young tea plants and nurseries in the former district. Harvesting of the late rice crop is finished, the outturn being generally good. Gathering of mustard and pulses, pruning of tea and pressing of sugarcane are in progress. Prospects of the sugarcane, mustard and pulse crops are generally good. Ploughing for early rice has commenced. Fodder is scarce in Cachar and the Naga, Khasi and Jaintia Hills. Water is insufficient in the Khasi and Jaintia Hills. Prices—common rice, Silchar 15 to  $15\frac{1}{4}$ , Sylhet, Dhubri and Gauhati 16, Tezpur, Sibsagar and Dibrugarh 13, and Nowgong 14 seers per rupee.

**Mysore and Coorg.**—*For week ending 8th February.*—**MYSORE:** The standing crops are in good condition. *Ragi* (*Eleusine coracana*) has been harvested in Bangalore, Kolar and Chittaldroog. Prices have fallen in Bangalore, Kolar, Tumkur, Mysore and Kadur.

**COORG:** The threshing of rice and coffee-picking continue. Water and fodder for cattle are sufficient. Prices of food-grains are stationary.

**Berar and Hyderabad.**—*For week ending 8th February.*—**BERAR:** The weather is cool. Harvesting of the winter crops has commenced. Ploughing continues in five districts. Fodder and water are inadequate in parts of Akola, Amraoti and Wun. Prices are almost stationary.

**HYDERABAD:** No rain fell during the week. The spring harvest is progressing. Rats have harmed *jawari* and the wheat crop in a few talukas. The sowing of winter rice continues. Prices are stationary. Prices—wheat 9, coarse rice  $10\frac{3}{4}$  and *jawari*  $21\frac{1}{4}$  seers per current sicca rupee.

**Central India.**—*For week ending 8th February.*—Slight rain fell in the Baghelkhand Agency during the week. Agricultural operations have been completed in Bundelkhand and are in progress elsewhere. The standing crops are in fairly good condition, though they have been slightly damaged by frost throughout Central India. Agricultural stock and pasturage are in good

condition. Prices are above normal in Bundelkhand, but normal elsewhere. The condition of opium in Bhopal, Malwa and Bhopawar is good.

**Rajputana.**—*For week ending 6th February.*—No rain fell during the week. Irrigation of crops continues. The state of the crops is generally good, but they have been slightly damaged by frost in a few villages of Ajmere. Cattle are generally in good condition. Distress is spreading and increasing in Merwara. Fodder is scarce in parts of Sirohi, Marwar, Kherwara, Meywar, Haraoti, Ajmere, Jeypore and Bikanir. Prices are rising in Ulwar and Jhalla-war, fluctuating in Kotah, falling in Meywar, and are steady elsewhere. Emigration from the distressed Ajmere villages and from Merwara continues: 71 persons emigrated during the week. The total emigration from Merwara up to date amounts to 3,963 persons. The numbers employed on relief works were—387 in Ajmere, 3,273 in Merwara and 1,057 in Marwar. Prices—Ajmere 20, Beawar 22 and Marwar 14½ seers per rupee.

**Kashmir.**—*For week ending 7th February.*—The weather is snowy and cloudy. Prices continue below normal. The price of rice is 27 seers per rupee.

**JAMMU PROVINCE** :—*For week ending 8th February.*—Good rain fell during the week. The condition of the standing crops is generally fair. Fodder is sufficient. Prices are generally stationary: wheat selling at 18 and maize 24 seers per rupee.

**Nepal.**—*For week ending 4th February.*—No rain fell during the week. Prospects of the wheat crop are good. The price of rice is 9 seers per rupee.

T. W. HOLDERNESS,  
*Secretary to the Government of India.*



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE 2nd HALF OF DECEMBER 1897 AND 1898.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	14'45	13'6	32'3	38'25	...	...	...	...	...	...	...	...
Tavoy . . . . .	13'6	17	39'1	38'25	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	17	17	51	46'75	...	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	14'11	14'45	37'74	38'76	71'4	90'1	...	...	...	...	...	...
Thongwa . . . . .	15'3	...	51	51	...	...	...	...	...	...	...	...
Bassein . . . . .	15'3	13'6	51	42'5	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Henzada . . . . .	13'94	14'62	38'08	42'67	...	...	...	...	...	...	...	...
Toungoo . . . . .	13'6	19'35	40'8	54'4	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	17'51	18'02	49'81	57'8	29'07	72'76	...	...	...	...	...	...
Bamo . . . . .	11'05	...	42'5	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	16'15	19'55	42'5	49'3	...	...	...	...	...	...	8'5	20'4
<i>Arakan—</i>												
Kyaukpyu . . . . .	11'9	13'6	25'5	27'2	...	...	...	...	...	...	...	...
Akyab . . . . .	17	13'43	34	26'35	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brahmaputra—</i>												
Goalpara . . . . .	15	20	25	42'08	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	...	35	...	...	...	...	...	...	...	...
<b>Bengal—*</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	22'5	30	...	...	...	...	...	...	...	...
Dacca . . . . .	...	...	20	33'12	28'75	46'25	...	...	15	35	...	...
<i>Deltaic—</i>												
Midnapur . . . . .	...	...	20	27'5	...	...	...	...	...	...	...	...
Calcutta . . . . .	...	...	30	45	27'5	42'5	...	...	20'62	30	21'25	32
<i>Central—</i>												
Bardwan . . . . .	...	...	25	33'75	...	...	...	...	...	...	...	...
Fabna . . . . .	...	...	21'25	33'12	24'22	50	...	...	...	...	...	...
<i>Northern—</i>												
Rangpur . . . . .	...	...	23'75	32'5	35	50	...	...	...	...	...	...
<i>Orissa—</i>												
Cuttack . . . . .	...	...	22'66	27'81	32'81	46'25	...	...	...	...	...	...
<i>Bindr, south—</i>												
Patna . . . . .	...	...	18'75	25'94	18'12	35'62	...	...	10'62	23'12	9'06	15
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	21'09	26'25	22'5	35'16	...	...	14'37	31'41	...	...
Muzaffarpur . . . . .	...	...	26'56	27'5	21'09	36'25	...	...	11'41	36'25	...	...
<b>N. W. Provinces—</b>												
<i>Eastern—</i>												
Benares . . . . .	14'69	21'67	25'78	37'19	23'59	38'54	28'12	44'45	15	27'19	16'09	25'31
<i>Central—</i>												
Cawnpore . . . . .	14'53	19'53	26'67	36'35	23'18	37'19	27'13	40	13'54	22'24	13'33	20
Jhansi . . . . .	14'84	22'19	32'03	40'94	25	40	29'53	47'29	13'59	20	13'28	18'54
<i>Western—</i>												
Meerut . . . . .	...	...	...	...	22'29	33'75	...	...	...	...	...	...
Agra . . . . .	...	...	34'37	43'75	23'12	33'12	28'75	...	12'5	20'47	12'81	20
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	13'33	20'94	22'45	33'33	20'78	34'06	...	...	11'09	20'52	...	21'61
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow . . . . .	12'5	21'3	25	40	21'3	36'67	25	40	11'77	25	13'33	21'35
<i>Northern—</i>												
Fyzabad . . . . .	15'47	25'62	29'69	...	21'25	36'2	...	...	...	25'78	...	22'19

\* The figures under "Rice, husked" represent the prices of common rice.

(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAGI.		MAIZE.		GRAM.		ARHAR DÁL.		GHI.		DISTRICTS.
1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	
												Burma—
												Tenasserim—
												Mergui.
												Tavoy.
												Moulmein and Amherst.
						36'55	70'55					Pegu (deltaic)—
												Rangoon.
												Thongwa.
												Bassein.
												Pegu (inland)—
												Henzada.
												Toungoo.
						35'36	90'95					Upper Burma—
												Mandalay.
												Bamo.
												Pakökkü.
												Arakan—
												Kyaukpyu.
												Akyab.
												Assam—
												Brahmaputra—
												Goalpara.
												Gauhati.
												Bengal—
						30	55			400	400	Eastern—
						25	53'75	25	65	420	350	Chittagong.
												Dacca.
										360	320	Deltaic—
												Midnapur.
22'5	30			15	25	22'5	43'75	30	40	340	320	Calcutta.
						20	42'5	31'25	60	320	300	Central—
						24'06	50	18'12	24'37	550	360	Hardwan.
												Pabna.
				15	25	20	47'5	40	70	330	300	Northern—
												Rangpur.
						23'44	31'41	19'06	35'78	360	360	Ori-ss—
												Cuttack.
			15'47	10'62	19'06	14'37	36'25	14'37	38'75	280	260	Bihar, south—
												Patna.
				10	19'69	18'59	39'37	19'69	44'37	320	290	Bihar, north—
				13'28	20'62	15'94	36'25	25	50	320	266'56	Bhagalpur.
		14'53										Muzaffarpur.
												N.-W. Provinces—
17'5	26'2			13'85	23'12	16'98	41'87	24'84	54'95	325'78	291'04	Eastern—
												Benares.
14'53	21'03			11'77	20'78	16'67	36'35	21'04	51'61	278'18	235'99	Central—
14'69	20			11'72	17'5	15'47	32'03	23'44	40'94	252'5	250	Cawnpore.
												Jhansi.
							33'75				260	Western—
												Meerut.
15'62	21'09			13'44		17'34	34'84	23'75	54'69	265	276'87	Agra.
14'32	22'55					15'99	40			300	266'25	Submontane, west—
												Shahjahanpur.
												Oudh—
14'06	23'49			12'5	23'44	19'27	42'08	21'04		290	275	Southern—
												Lucknow.
15'94					22'81		34'22			285	255'62	Northern—
												Fyzabad.



## WHOLESALE PRICES FOR THE 2nd HALF OF DECEMBER 1897 AND 1898—continued.

DISTRICTS.	GŪR.		SALT.		TOBACCO LEAF.		TURMERIC.		GRASS.		STRAW.	
	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bassein . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Henzada . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Arakan—</i>												
Kyaukpau . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brahmaputra—</i>												
Goalpara . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	36'25	40	100	100	...	...	...	...	...	...
Dacca . . . . .	...	...	36'25	37'5	70	65	...	...	2'5	2'5	...	...
<i>Deltaic—</i>												
Midnapur . . . . .	...	...	35	36'87	60 and 82'5	47'5 and 62'5	...	...	...	...	1'46	1'3
Calcutta . . . . .	...	...	33'75	35	60	70	...	...	8'75	6'25	7'5	5'68
<i>Central—</i>												
Bardwan . . . . .	...	...	33'12	34'37	...	...	...	...	...	...	3'12	2'5
Pabna . . . . .	...	...	38'75	39'46	75	70	...	...	...	...	7'5	7'5
<i>Northern—</i>												
Rangpur . . . . .	...	...	40	40	80	60	...	...	3'75	1'17(a)	5	1'17(a)
<i>Orissa—</i>												
Cuttack . . . . .	...	...	30	35	45	65	...	...	5'57	5'56	3'75	3'1
<i>Bihar, south—</i>												
Patna . . . . .	...	...	35	36'25	30	30	...	...	2'5	3'12	2'5	3
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	38'75	40	40	40	...	...	...	...	...	...
Muzaffarpur . . . . .	...	...	36'25	36'25	100	100	...	...	...	...	...	...
<b>N.-W. Provinces—</b>												
<i>Eastern—</i>												
Benares . . . . .	33'12	45'16	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Cawnpore . . . . .	36'35	40	...	...	52'5	65'05	117'5	100	...	...	...	...
Jhansi . . . . .	42'5	45	...	...	...	...	...	...	...	...	...	...
<i>Western—</i>												
Meerut . . . . .	34'74	33'75	...	...	...	...	...	...	...	...	...	...
Agra . . . . .	37'81	41'25	...	...	40 to 80	...	100	...	5	...	3'33	...
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	34'01	...	...	...	...	...	120 to 130	115 to 125	...	...	...	...
<b>Oodh—</b>												
<i>Southern—</i>												
Lucknow . . . . .	30'78	40	...	...	72'5	75	...	...	3'33	3'65	4'01	5
<i>Northern—</i>												
Fyzabad . . . . .	30'78	...	...	...	...	...	...	...	...	...	...	...

(a) Per bundle.

(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

[illegible]



## WHOLESALE PRICES FOR THE 2nd HALF OF DECEMBER 1897 AND 1898—continued.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.
<b>Rajputana—</b>												
<i>Eastern—</i>												
Ajmere . . . . .	33'33	33'33	...	...	29'63	40'99	...	...	21'09	25	20	22'10
<b>Panjab—</b>												
<i>Southern—</i>												
Ferozpur . . . . .	15'36	22'5	40	90	21'61	33'12	26'67	38'12	12'92	25'62	15'36	20'62
<i>Central—</i>												
Lahore . . . . .	16'67	24'58	30'83	44'11	21'61	33'33	23'8	36'41	11'56	22'5	14'53	21'3
<i>South-eastern—</i>												
Delhi . . . . .	20	25	30'78	36'35	22'24	35'57	26'67	41'04	15'36	21'04	16'3	19'06
<i>Submontane—</i>												
Amritsar . . . . .	16'3	26'67	31'98	45'73	19'53	30'78	23'91	34'79	...	23'54	14'79	23'54
<i>Northern—</i>												
Rawalpindi . . . . .	17'4	30	47'76	57'45	22'5	33'33	26'25	36'35	12'92	23'54	11'25	25
<i>Western—</i>												
Multan . . . . .	12'81	19'06	24'22	40	24'58	38'12	30'16	45'28	15'36	25'78	14'79	25'78
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	...	30	51'87	27'5	41'87	...	...	19'06	27'81	16'25	24'37
Shikarpur . . . . .	...	...	...	...	24'84	35	...	...	14'69	24'37	...	...
Quetta . . . . .	...	...	...	...	26'23 to 28'75	40	60	65	21'25	30	17'5	30
<b>Bombay—</b>												
<i>Deccan—</i>												
Dharwar . . . . .	...	...	...	...	...	44'22	...	...	...	...	...	21'35
Sholapur . . . . .	...	...	29'32	...	...	...	...	...	...	...	...	...
Poona . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Khandesh—</i>												
Ahmadnagar . . . . .	...	...	...	...	29'32	...	...	...	...	...	17'24	...
Dhulia . . . . .	...	...	...	...	31'67	...	...	...	...	...	...	...
<i>Gujarat—</i>												
Sura . . . . .	...	...	...	...	33'12	...	...	...	...	...	17'29	...
Ahmadabad . . . . .	...	28'75	20	52'5	33'33	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
<i>Western—</i>												
Nagpur . . . . .	...	...	28	31	29	36'5	34'75	56	...	...	16'31	22
<i>Central—</i>												
Jubbulpore . . . . .	...	20	20	27'56	25	36'37	27'56	42'12	...	...	14'31	20
<i>Eastern—</i>												
Raipur . . . . .	15	...	20	35	22'5	36	...	47	...	...	...	...
<b>Berar—</b>												
Basim . . . . .	...	...	...	...	35'19	52'31	...	...	...	...	15	23'54
Ellichpur . . . . .	...	...	66'66	80	40	53'33	50	66'62	...	...	16	22'25
Amraoti . . . . .	...	...	40	...	36'36	53'12	44'44	56'87	...	...	14'28	26'87
<b>Madras—</b>												
<i>South, central—</i>												
Coinbatore . . . . .	...	...	...	...	...	...	...	...	...	...	23	28'8
Salem . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	15'5	29
Cuddapah . . . . .	22'5	27'9	38'6	47	...	...	...	...	...	...	17'4	29'7
Karnul . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>East Coast, central—</i>												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>East Coast, south—</i>												
Madras . . . . .	19'3	28'8	34'5	45'7	...	...	...	...	...	...	...	...
Tanjore . . . . .	24	28'4	31	52'1	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Southern—</i>												
Madura . . . . .	...	...	...	...	...	...	...	...	...	...	21'8	30'5
<b>Mysore—</b>												
Mysore . . . . .	19'57	37'23	36'56	43'88	41'15	58'78	54'86	101'48	...	...	18'29	20'12
Bangalore . . . . .	23'5	19'6	47'5	54'87	43'5	58'8	55'5	54'88	...	...	23'5	24'5

(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAGI.		MAIZE.		GRAM.		ARHAR DAL.		GHL.		DISTRICTS.
1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	
24'06	27'97	...	...	20	24'06	24'06	40	...	...	320	320	Rajputana— Eastern— Ajmere.
18'18	22'5	...	...	12'92	19'69	15'99	33'75	36'35	56'87	285	319	Panjab— Southern— Ferozpur.
17'76	23'12	...	...	13'75	22'71	17'4	34'69	31'67	56'09	336'87	328'44	Central— Lahore.
18'59	20'52	...	...	14'53	19'53	19'53	36'35	27'6	50	320	320	South-eastern— Delhi.
...	...	...	...	14'27	21'04	15'99	34'06	...	...	320	350	Submontane— Amritsar.
18'12	25	...	...	14'27	23'18	18'75	33'33	34'37	57'13	278'28	290'94	Northern— Rawalpindi.
16'61	25'78	...	...	13'75	25'78	20	37'19	...	...	320	320	Western— Multan.
20	30	...	...	...	...	23'12	37'19	38'75	65	350	347'5	Sind and Baluchistan— Karachi.
...	25	...	...	...	...	19'43	32'84	...	...	...	307'5	Shikarpur.
...	...	...	...	22'5	33'12	...	...	47'5	...	320	330	Quetta.
...	...	...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dharwar.
15'42	...	...	...	...	...	22'81	...	...	...	...	...	Sholapur.
21'72	31'87	...	...	...	...	26'82	50'73	...	...	...	...	Poona.
...	...	...	...	...	...	...	...	...	...	...	...	Khandesh— Ahmadnagar.
17'66	21'25	...	...	...	...	...	...	31'25	...	...	...	Dhulia.
21'61	27'03	...	...	...	...	...	...	...	...	...	...	Gujarat— Surat.
...	...	...	...	...	...	...	...	20	46'25	...	...	Ahmadabad.
...	...	...	...	...	...	20	44'5	26	52	333'31	318	Central Provinces— Western— Nagpur.
...	...	...	...	...	...	16'69	33'31	26'69	50	260	240	Central— Jubbulpore.
...	...	...	...	...	...	16	44	17	54	270	270	Eastern— Raipur.
...	...	...	...	...	...	...	...	...	...	...	...	Berar— Basim.
...	...	...	...	...	...	30'78	53'33	30'78	61'5	360	320	Ellichpur.
17'37	33'75	...	...	...	...	25	50	28'57	56'87	290	300	Amraoti.
...	...	...	...	...	...	...	...	...	...	...	...	Madras— South, central— Coimbatore.
10'8	21'9	...	...	...	...	39'2	56'9	...	...	380'4	400	Salem.
...	...	21'1	22'7	...	...	...	...	...	27'6	316'8	359'9	Central— Bellary.
...	...	...	...	...	...	29'6	64	...	...	260'8	412'1	Cuddapah.
18'4	27	...	...	...	...	...	...	...	...	238'4	333'3	Karnul.
...	...	26	33'2	...	...	...	...	15'3	39'1	...	...	East Coast, central— Nellore.
...	...	...	...	...	...	29'1	59'8	...	...	312'7	329'1	East Coast, south— Madras.
...	...	17'5	23'4	...	...	...	...	...	...	...	...	Tanjore.
...	...	...	...	...	...	...	...	...	...	...	...	Trichinopoly.
24'1	31	...	...	...	...	...	...	29'9	33'1	...	...	Southern— Madura.
...	...	21'73	23'51	...	...	18'47	26'03	74'06	72'68	339'25	331'87	Mysore— Mysore.
...	...	17	24'82	...	...	25'75	41'16	52	58'8	394	411'3	Bangalore.



## WHOLESALE PRICES FOR THE 2nd HALF OF DECEMBER 1897 AND 1898—continued.

DISTRICTS.	GGR.		SALT.		TOBACCO LEAF.		TURMERIC.		GRASS.		STRAW.	
	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.
<b>Rajputana—</b>												
<b>Eastern—</b>												
Ajmere . . . . .	50	50	...	...	...	...	...	...	10	5	10	5
<b>Panjab—</b>												
<b>Southern—</b>												
Ferozpur . . . . .	...	...	...	...	50	50	133'33	110	3'23	5'62	3'33	5'62
<b>Central—</b>												
Lahore . . . . .	...	...	...	...	53'33	57'13	110'31	114'27	8'02	10	4'43	6'25
<b>South-eastern—</b>												
Delhi . . . . .	...	...	...	...	80	80	145'47	123'07	7'07	5'73	7'07	8'91
<b>Submontane—</b>												
Amritsar . . . . .	...	...	...	...	...	...	...	...	...	...	4'01	5'73
<b>Northern—</b>												
Rawalpindi . . . . .	...	...	...	...	40	40	133'33	100	4'01	5	5'73	6'67
<b>Western—</b>												
Multan . . . . .	...	...	...	...	100	100	145'47	133'33	3'02	3'07	5	6'67
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	70	66'25	...	...	...	...	125	105	12'81	...	...	...
Shikarpur . . . . .	...	39'37	...	...	...	...	...	...	...	...	...	...
Quetta . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bombay—</b>												
<b>Deccan—</b>												
Dharwar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Sholapur . . . . .	54'95	...	...	...	...	...	...	...	...	...	...	...
Poona . . . . .	56'15	...	...	...	...	...	...	...	...	...	...	...
<b>Khandesh—</b>												
Ahmadnagar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Dhulia . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Gujarat—</b>												
Surat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ahmadabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
<b>Western—</b>												
Nagpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central—</b>												
Jubbulpore . . . . .	...	...	39	38'56	60	60	130	133'31	...	...	...	...
<b>Eastern—</b>												
Raipur . . . . .	...	...	44	43	130	180	105	120	...	...	...	...
<b>Berar—</b>												
Basim . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ellichput . . . . .	...	...	...	...	200	320	130	76'25	4	3	...	...
Amroli . . . . .	...	...	...	...	120	200	125	105	31(a)	22(a)	...	...
<b>Madras—</b>												
<b>South, central—</b>												
Coimbatore . . . . .	54'4	71'9	...	...	119'8	121'3	95'9	51'6	...	...	6'1	6'9
<b>Central—</b>												
Bellary . . . . .	55'6	63'4	...	...	...	...	...	...	...	...	...	...
Cuddapah . . . . .	...	...	...	...	...	...	115'2	66'7	...	...	...	...
Karnul . . . . .	...	...	...	...	52'7	66'7	107'7	123	...	...	...	...
<b>East Coast, central—</b>												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	5'1	5'8
<b>East Coast, south—</b>												
Madras . . . . .	54'4	57'6	...	...	139'9	131'7	98'8	57'6	...	...	...	...
Janjore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	118'3	118'3	...	...	...	...	...	...
<b>Southern—</b>												
Madura . . . . .	...	...	...	...	116'8	111'7	...	...	...	...	4'3	5'4
<b>Mysore—</b>												
Mysore . . . . .	73'99	66'61	...	...	374	374	140'25	124'67	10'71	10'71	7'14	7'14
Bangalore . . . . .	49	68'55	...	...	332'5	342'75	110'94	83'69	8'25	3'5	10'5	13'7

(a) Per 100 pulleys weighing on an average 158 lbs.

The figures represent prices per ten maunds in rupees and decimals of a rupee.)

JAWAR STALKS.		BHUSA.		SHEEP, PER SCORE.		GOATS, PER SCORE.		PLOUGH BULLOCKS, PER PAIR.		DISTRICTS.
1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	
3'33	5	...	...	140	140	...	...	80	80	Rajputana— Eastern— Ajmere.
4'01	6'25	...	...	50	50	...	...	75	75	Panjab— Southern— Ferozpur.
...	6'67	...	...	100	100	...	...	112'5	105	Central— Lahore.
7'97	5	...	...	60	60	...	...	125	125	South-eastern— Delhi.
...	...	...	...	...	60	...	...	...	...	Submontane— Amritsar.
3'33	6'67	...	...	60	55	...	...	60	60	Northern— Rawalpindi.
5	3'33	...	...	50	50	...	...	70	70	Western— Multan.
...	...	...	...	...	...	...	...	...	...	Sind and Baluchistan— Karachi. Shikarpur.
...	...	...	...	...	...	...	...	...	...	Quetta.
...	...	8'12 and 8'75	9'37	40 to 140	40 to 140	...	...	...	...	Bombay— Deccan— Dharwar. Sholapur. Poona.
...	...	...	...	...	...	...	...	...	...	Khandesh— Ahmadnagar. Dhulia.
...	...	...	...	...	...	...	...	...	...	Gujarat— Surat. Ahmadabad.
...	...	...	...	...	...	...	...	...	...	Central Provinces— Western— Nagpur.
...	...	...	...	60	60	...	...	70	70	Central— Jubbulpore.
...	...	...	...	40	40	...	...	42	30	Eastern— Raipur.
...	...	...	...	...	...	...	...	...	...	Berar— Basim. Ellichpur. Amraoti.
3	4	...	...	50	50	...	...	60	60	
3(a)	...	...	...	50	50	...	...	80	90	
2'5	2'5	...	...	90	85	90	85	60	50	Madras— South, central— Coimbatore. Salem.
...	...	...	...	80	80	80	80	...	...	Central— Bellary. Cuddapah. Karnul.
3'3	...	...	...	100	120	100	120	100	140	East Coast, central— Nellore.
...	...	...	...	...	...	...	...	...	...	East Coast, south— Madras. Tanjore. Trichinopoly.
...	...	...	...	55	55	55	55	...	...	Southern— Madura.
...	...	...	...	...	...	...	...	40	40	
3'29	3'29	...	...	100	100	...	...	70	70	Mysore— Mysore.
...	...	...	...	200	160	...	...	145	120	Bangalore.

(a) Per 100 pulleys weighing on an average 748 lbs.

FINANCE AND COMMERCE DEPARTMENT.

February 9, 1899.

J. A. ROBERTSON,  
Offg. Director-General of Statistics.

H. H. RISLEY,  
Offg. Secretary to the Government of India.



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE 2nd HALF OF DECEMBER 1898. (*The figures represent*

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Panicum spicatum).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.		Common.		Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
					Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.				
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	...	...	12 —	12 —	12 14	12 14	...	...	...	...
Tavoy . . . . .	...	...	...	...	13 7	13 7	15 13	15 13	...	...	...	...
Moulmein and Amherst . . . . .	7 —	7 —	...	...	10 3	10 3	12 3	12 3	...	...	...	...
<i>Pegu (deltaic)—</i>												
Pegu . . . . .	9 —	9 4	...	...	10 2	10 2	14 3	14 3	...	...	...	...
Rangoon . . . . .	...	...	...	...	11 —	10 12	14 —	13 8	...	...	...	...
Thongwa . . . . .	...	...	...	...	11 6	11 7	11 14	11 15	...	...	...	...
Bassein . . . . .	...	...	...	...	13 —	13 —	13 9	13 9	...	...	...	...
<i>Pegu (inland)—</i>												
Tharawadi . . . . .	...	...	...	...	12 5	12 5	16 7	16 7	...	...	...	...
Henzada . . . . .	...	...	...	...	13 14	13 14	13 14	13 14	...	...	...	...
Pyaw . . . . .	...	...	...	...	9 13	9 3	14 12	13 4	...	...	...	...
Toungoo . . . . .	...	...	...	...	14 9	13 3	18 9	14 14	...	...	...	...
Thayetmyo . . . . .	13 6	13 6	...	...	11 10	11 10	15 5	15 5	39 3	39 3	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	13 3	14 10	...	...	11 6	11 13	11 13	12 13	...	...	...	...
Bamo . . . . .	...	...	...	...	11 2	10 3	13 6	13 6	...	...	...	...
Pakokku . . . . .	...	...	...	...	10 10	11 12	12 —	12 12	61 10	49 5	...	...
Meiktila . . . . .	...	...	...	...	13 2	13 2	17 8	15 5	56 14	56 14	...	...
<i>Arakan—</i>												
Sandoway . . . . .	...	...	...	...	16 12	16 12	23 5	21 —	...	...	...	...
Kyaukpyu . . . . .	...	...	...	...	12 4	12 4	13 1	13 4	...	...	...	...
Akyab . . . . .	...	...	...	...	15 —	14 —	10 —	15 —	...	...	...	...
<b>Assam—</b>												
<i>Surma—</i>												
Sylhet . . . . .	...	...	...	...	10 —	11 —	14 8	14 12	...	...	...	...
Cachar . . . . .	8 —	8 6	...	...	7 9	7 3	10 11	10 —	...	...	...	...
<i>Hill tracts—</i>												
Khasi and Jaintia Hills . . . . .	5 —	5 —	...	...	5 —	5 2	6 8	6 10	...	...	...	...
Garo Hills . . . . .	...	...	...	...	4 —	4 —	10 —	10 —	...	...	...	...
Manipur . . . . .	...	...	...	...	28 —	27 —	34 —	33 —	...	...	...	...
<i>Brahmaputra—</i>												
Goalpara . . . . .	19 —	20 —	...	...	6 —	6 —	15 —	14 —	...	...	...	...
Kamrup . . . . .	9 —	9 —	...	...	9 —	9 8	15 8	14 —	...	...	...	...
Darrang . . . . .	8 —	8 —	...	...	10 —	10 —	13 —	13 —	...	...	...	...
Nowgong . . . . .	...	...	...	...	5 —	5 —	13 —	12 —	...	...	...	...
Sibsagar . . . . .	...	...	...	...	6 —	6 —	13 —	13 —	...	...	...	...
Lakhimpur . . . . .	8 —	7 8	...	...	6 —	6 —	12 —	12 —	...	...	...	...
<b>Bengal—</b>												
<i>Eastern hill tracts—</i>												
Naga Hills . . . . .	...	...	...	...	5 —	5 —	12 8	12 8	...	...	...	...
<i>Eastern—</i>												
Backerganj . . . . .	...	...	...	...	12 4 and 14 8	12 4 and 15 —	13 4 and 16 —	13 4 and 16 —	...	...	...	...
Noakhali . . . . .	...	...	...	...	10 10	10 10	18 —	18 —	...	...	...	...
Chittagong . . . . .	...	...	...	...	12 8	12 —	15 —	14 —	...	...	...	...
Tippura . . . . .	...	...	...	...	13 5	13 5	18 13	18 13	...	...	...	...
Dacca . . . . .	13 —	13 —	26 —	26 —	11 10	12 —	19 —	19 —	...	...	...	...
Maimensingh . . . . .	13 8	13 8	10 —	10 —	10 —	10 —	13 —	13 —	...	...	...	...
<i>Deltoic—</i>												
Khuina . . . . .	...	...	...	...	14 —	13 —	17 —	16 —	...	...	...	...
24 Parganas . . . . .	...	...	...	...	10 12	8 —	15 —	13 12	...	...	...	...
Midnapur . . . . .	12 8 to 14 —	12 —	...	...	11 8	12 — and 15 —	16 8 and 18 —	18 — to 20 —	...	...	...	...
Howrah . . . . .	7 —	6 8	...	...	9 14	10 —	13 10	13 8	...	...	...	...
Calcutta . . . . .	13 —	13 —	17 12	17 12	8 —	8 —	12 4	11 6	17 12	17 12	16 —	15 —
Hooghly . . . . .	14 —	14 —	...	...	8 —	8 —	14 —	14 —	...	...	...	...
Nadia (Krishnagarh) . . . . .	13 5	14 8	...	...	6 2	6 2	15 9	15 9	...	...	...	...
Jessore . . . . .	11 —	10 —	14 —	10 —	11 4	11 7	18 —	18 —	...	...	...	...
Baridpur . . . . .	18 —	17 —	20 —	20 —	8 —	8 —	20 —	19 —	...	...	...	...

*the number of sers (of 80 tolas) and chittacks sold for one rupee.)*

MAPUA OR PAGI ( <i>Eleu- sine corvo- cana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADJAN PRA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	...	...	...	...	...	...	15 —	15 —	Burma—
...	...	...	...	...	...	...	...	...	...	14 10	14 10	Tenasserim—
...	...	...	...	9 5	9 5	...	...	7 —	7 —	14 —	14 —	Mergui.
...	...	...	...	...	...	...	...	...	...	...	...	Tavoy.
...	...	...	...	...	...	...	...	...	...	...	...	Moulmein and Amherst.
...	...	...	...	11 2	11 2	20 8	20 8	9 —	9 —	14 3	14 3	Pegu (deltaic)—
...	...	...	...	14 8	14 12	...	...	9 8	9 12	22 —	22 —	Pegu.
...	...	...	...	...	...	...	...	...	...	15 1	15 2	Rangoon.
...	...	...	...	9 13	9 13	...	...	...	...	15 15	15 15	Thongwa.
...	...	...	...	...	...	...	...	...	...	...	...	Bassein.
...	...	...	...	10 9	10 9	...	...	...	...	14 4	14 4	Pegu (inland)—
...	...	...	...	...	...	...	...	5 11	5 11	14 4	14 4	Tharawadi.
...	...	...	...	11 14	11 14	...	...	7 —	7 —	14 3	14 3	Henzada.
...	...	...	...	9 13	13 10	...	...	...	...	11 6	11 6	Prome.
...	...	...	...	14 3	14 3	37 9	45 1	10 10	10 10	14 8	14 8	Toungoo.
...	...	...	...	...	...	...	...	...	...	...	...	Thayetmyo.
...	...	...	...	10 7	10 7	29 5	29 5	10 9	10 15	14 6	15 2	Upper Burma—
...	...	...	...	9 4	10 11	...	...	5 12	6 7	9 9	9 7	Mandalay.
...	...	...	...	15 —	15 —	...	...	6 —	6 —	14 3	14 3	Bamö.
...	...	...	...	17 8	17 8	56 14	56 14	5 —	5 —	14 4	14 4	Paköklou.
...	...	...	...	...	...	...	...	...	...	...	...	Meiktila.
...	...	...	...	...	...	...	...	...	...	13 7	11 11	Arakan—
...	...	...	...	6 —	6 —	...	...	...	...	24 —	24 —	Sandoway.
...	...	...	...	9 —	9 —	...	...	6 —	6 —	8 —	8 —	Kyaukpyu.
...	...	...	...	...	...	...	...	...	...	...	...	Akyab.
...	...	...	...	...	...	...	...	...	...	...	...	Assam—
...	...	...	...	12 —	11 8	...	...	...	...	10 —	10 —	Surma—
...	...	...	...	10 10½	10 10½	...	...	...	...	8 —	8 —	Sylhet.
...	...	...	...	...	...	...	...	...	...	...	...	Cachar.
...	...	...	...	6 —	6 6	11 —	11 —	...	...	6 —	7 —	Hill tracts—
...	...	...	...	6 8	7 —	...	...	5 8	5 8	6 8	6 8	Khasi and Jaintia Hills.
...	...	...	...	...	...	...	...	3 —	3 —	4 —	4 —	Garo Hills.
...	...	...	...	...	...	...	...	...	...	...	...	Manipur.
...	...	...	...	13 —	13 —	...	...	...	...	10 —	10 —	Brahmaputra—
...	...	...	...	13 4	13 —	...	...	10 —	10 —	10 —	10 —	Goalpara.
...	...	...	...	10 —	10 —	...	...	...	...	10 —	10 —	Kamrup.
...	...	...	...	9 —	9 —	...	...	6 8	6 8	9 —	9 —	Darrang.
...	...	...	...	10 —	10 —	...	...	...	...	8 —	8 8	Nowgong.
...	...	...	...	10 —	9 —	...	...	...	...	8 —	8 —	Sibsagar.
...	...	...	...	...	...	...	...	...	...	...	...	Lakhimpur.
...	...	...	...	4 —	4 —	...	...	4 8	4 8	4 8	4 8	Bengal—
...	...	...	...	...	...	...	...	...	...	...	...	Eastern hill tracts—
...	...	...	...	13 —	16 —	...	...	...	...	10 —	10 —	Naga Hills.
...	...	...	...	12 8	12 8	...	...	...	...	9 —	9 —	Eastern—
...	...	...	...	13 —	13 —	...	...	...	...	10 8	10 8	Backerganj.
...	...	...	...	15 —	15 —	...	...	14 —	14 —	10 —	10 —	Noakhali.
...	...	...	...	8 —	8 —	...	...	10 —	10 —	9 8	9 8	Chittagong.
...	...	...	...	...	...	...	...	...	...	8 —	8 —	Tippera.
...	...	...	...	...	...	...	...	...	...	10 —	10 —	Dacca.
...	...	...	...	...	...	...	...	...	...	...	...	Maimensingh.
...	...	...	...	13 —	13 —	...	...	11 —	11 —	10 —	10 —	Deltaic—
...	...	...	...	18 8	18 —	...	...	14 —	13 —	10 11½	10 11	Khulna.
...	...	...	...	...	...	...	...	...	...	...	...	24-Parganas.
...	...	...	...	15 —	15 —	...	...	16 —	13 —	10 8	11 —	Midnapur.
...	...	...	...	15 —	15 —	...	...	12 4	11 8	10 9	10 8	Howrah.
...	...	10 —	10 10	16 —	16 —	26 —	22 —	12 4	12 4	10 —	10 —	Calcutta.
...	...	...	...	...	...	...	...	11 —	11 —	10 —	10 —	Hooghly.
...	...	...	...	22 13	22 13	...	...	20 —	22 13	11 7	11 7	Nadia (Krishnagarh).
...	...	...	...	10 —	10 —	...	...	16 —	10 —	9 2	9 2	Jessore.
...	...	...	...	21 —	22 —	...	...	...	...	10 —	10 —	Faridpur.

• Not procurable.



## RETAIL PRICES FOR THE 2nd HALF OF DECEMBER 1898—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR GUMBU (Pennisetia spicata).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.		Common.		Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
					Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.				
Bengal—continued.												
Central—												
Bankura . . . . .	13 12	13 12	...	...	13 12	13 12	20 —	19 8	...	...	...	...
Bardwan . . . . .	14 8	14 8	...	...	13 —	11 —	16 —	20 —	...	...	...	...
Birbhum . . . . .	15 —	14 5	...	...	12 —	12 —	18 —	18 —	...	...	...	...
Murshidabad . . . . .	20 —	18 — and 20 —	28 —	27 —	16 —	13 —	18 —	17 — and 18 —	...	...	...	...
Santhal Parganas . . . . .	14 8	14 8	25 —	32 —	13 8	13 4	23 —	23 —	...	...	...	...
Pabna . . . . .	16 8	15 —	22 —	22 8	7 —	6 8	18 12	18 12	...	...	...	...
Bogra . . . . .	15 —	15 —	...	...	9 —	8 4	24 —	24 —	...	...	...	...
Rajshahi . . . . .	19 8	18 12	30 —	26 4	15 —	13 8	18 —	19 8	...	...	...	...
Malda . . . . .	20 —	18 —	...	...	10 —	10 —	18 —	16 —	...	...	...	30 —
Northern—												
Rangpur . . . . .	11 —	11 —	...	...	8 4	8 —	15 8	15 —	...	...	...	...
Dinajpur . . . . .	16 —	16 —	16 —	...	14 6	13 6	21 10	19 —	...	...	...	...
Jalpaiguri . . . . .	12 —	12 —	...	...	5 —	5 —	16 —	15 —	...	...	...	...
Hills—												
Darjeeling . . . . .	9 —	9 —	10 —	10 —	5 —	5 4	16 —	16 —	...	...	...	...
Orissa—												
Puri . . . . .	10 8	10 8	...	...	7 14	8 6	15 12	17 2	...	...	...	...
Cuttack . . . . .	11 3	11 3	...	...	16 8	10 8	15 1	15 12	...	...	...	...
Balasore . . . . .	13 —	13 —	10 8	10 8	13 —	14 —	16 —	18 —	...	...	...	...
Chota-Nagpur—												
Singbhum . . . . .	8 —	8 —	...	...	16 —	16 —	20 —	20 —	...	...	...	...
Manbhum . . . . .	14 —	13 8	20 —	16 —	15 —	11 8	22 8	22 —	28 —	20 —	...	...
Lohardaga . . . . .	8 8 to 14 —	8 — to 12 —	18 —	18 —	8 — to 13 —	10 — to 13 —	19 8	19 —	...	...	...	...
Palamau . . . . .	16 14	18 —	30 6	30 6	16 9	18 9	20 —	20 —	...	...	...	...
Hazaribagh . . . . .	12 —	16 —	24 —	27 —	6 —	8 —	17 8	17 12	...	...	...	...
Bihar, south—												
Monghyr . . . . .	16 —	18 —	18 —	18 —	11 —	10 —	16 —	16 —	...	...	...	...
Gaya . . . . .	19 —	18 —	35 —	32 —	11 —	11 —	21 —	20 —	24 —	25 —	...	...
Patna . . . . .	21 —	23 —	35 —	38 —	15 —	14 —	21 8	20 —	43 —	43 —	...	...
Shahabad . . . . .	18 — and 18 8	18 — and 19 —	28 —	32 —	9 — and 10 —	9 — and 10 —	15 — to 18 —	14 — to 17 —	...	...	...	...
Bihar, north—												
Purnea . . . . .	17 —	17 —	...	...	10 — and 16 —	10 — and 16 —	20 —	20 —	...	...	...	...
Bhagalpur . . . . .	17 12	17 12	27 12	27 12	12 10	11 6	19 —	19 —	...	...	...	...
Darbhanga . . . . .	16 —	16 —	25 —	20 8	11 —	11 —	14 —	10 —	...	...	...	...
Muzaffarpur . . . . .	19 —	16 —	35 —	35 —	8 —	8 —	15 —	15 —	...	...	...	...
Saran . . . . .	18 —	17 8	30 —	27 8	11 —	9 8	17 5	17 8	...	...	...	...
Champaran . . . . .	16 —	14 8	21 8	20 8	6 8	6 8	15 —	15 —	...	...	...	...
N.-W. Provinces—												
Eastern—												
Mirzapur . . . . .	15 4	14 12	22 —	23 8	11 8	11 8	14 8	14 —	22 —	22 —	21 —	21 —
Benares . . . . .	15 14	15 13 1/2	25 1	25 8	8 6	8 9	14 1 1/2	14 10	24 8	25 —	21 8	21 8
Ghazipur . . . . .	16 —	16 0	22 4	24 —	7 —	7 8	13 12	14 10	23 8	28 —	20 4	20 8
Jaunpur . . . . .	17 8	17 —	24 8	25 —	6 4	6 —	10 —	10 8	24 —	24 8	21 10	...
Allahabad . . . . .	15 —	15 —	23 8	23 —	9 12	9 8	14 —	14 —	23 8	25 —	22 8	22 —
Central—												
Banda . . . . .	15 8	15 12	24 —	23 —	5 8	5 8	14 8	15 —	29 —	30 —	25 —	25 —
Fatehpur . . . . .	16 4	16 4	24 8	24 —	7 —	8 8	16 —	16 8	29 8	30 —	26 8	26 8
Hamirpur . . . . .	16 —	15 8	22 —	22 —	7 —	7 —	12 —	12 —	30 —	30 —	27 —	27 —
Jalaun . . . . .	15 4	15 4	28 —	24 —	8 —	6 —	13 —	13 —	30 —	30 —	25 —	26 —
Cawnpore . . . . .	16 8	17 4	28 —	29 —	...	...	13 8	13 8	29 —	28 —	27 —	25 —
Jhansi . . . . .	15 12	15 —	29 —	26 —	9 —	9 —	12 4	12 4	30 —	29 —	27 —	22 8
Etawah . . . . .	17 12	17 12	20 8	26 4	5 —	5 —	15 —	15 —	28 12	28 4	26 4	26 8
Farukhabad . . . . .	19 6	19 1	32 11	31 6	4 12	4 12	13 10	12 4	30 —	30 —	28 10	28 10
Mainpuri . . . . .	19 4	19 4	28 8	27 8	...	...	11 8	12 —	27 8	25 8	29 —	29 —
Etah . . . . .	19 8	19 8	34 8	34 8	...	...	16 —	16 —	31 1	32 8	29 8	20 8
Western—												
Meerut . . . . .	17 12	17 8	24 —	23 —	4 —	4 —	12 —	12 —	24 —	24 —	21 —	21 —
Agra . . . . .	17 8	17 8	29 —	29 —	9 —	9 —	11 8	11 —	27 —	29 —	25 8	25 8
Muttra . . . . .	18 —	18 —	31 4	31 4	0 8	0 8	11 12	11 12	29 8	32 8	24 12	25 2
Angarh . . . . .	18 —	18 —	29 —	29 —	...	...	11 —	11 —	27 —	27 —	24 4	25 8
Bulandshahr . . . . .	18 12	18 8	29 8	31 8	5 —	5 —	12 —	12 —	31 —	30 8	24 8	25 —
Submontane, east—												
Batna . . . . .	16 —	16 —	25 —	25 —	6 —	6 12	14 —	13 —	...	...	20 —	19 —
Azamgarh . . . . .	16 7	16 4	24 12	24 12	4 7	4 7	15 14	15 9	...	...	...	...
Gorakhpur . . . . .	20 11	20 11	30 10	29 11	15 4	14 6	17 9	18 —	...	...	26 1	25 3
Basti . . . . .	19 12	20 8	24 —	23 —	10 12	18 8	17 12	20 —	...	...	...	...

represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MAHUA OR RAGI ( <i>Eleusine coracana</i> ).		KANONI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer aristatum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADIAN PRA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
Bengal—continued.												
Central—												
...	...	...	...	14 —	14 —	...	...	12 —	12 —	10 —	10 —	Bankura.
...	...	...	...	20 —	16 8	...	...	14 4	15 —	12 —	11 8	Bardwan.
...	...	...	...	18 —	18 —	...	...	20 —	18 —	10 8	10 8	Birbhum.
...	...	...	...	26 —	26 8	...	...	29 —	28 —	11 —	11 —	Murshidabad.
...	...	...	...	21 8	20 —	38 —	40 —	25 —	24 —	10 8	10 8	Santhal Parganas.
...	...	...	...	16 8	16 8	...	...	22 —	22 —	9 12	9 12	Pabna.
...	...	...	...	18 —	16 —	...	...	...	...	9 12	9 12	Bogra.
...	...	...	...	24 —	24 —	...	...	26 4	24 —	9 12	9 12	Rajshahi.
...	...	...	...	22 —	20 —	...	...	...	...	9 8 and 10 —	9 8 and 10 —	Malda.
Northern—												
...	...	...	...	16 —	15 —	24 —	24 —	9 —	9 —	9 —	9 —	Rangpur.
...	...	...	...	19 —	17 8	...	...	21 —	...	10 10	10 12	Dinajpur.
...	...	...	...	10 —	15 —	...	...	12 —	12 —	10 —	10 —	Jalpaiguri.
14 —	14 —	...	...	11 —	11 —	22 —	26 —	8 —	8 —	8 8	8 8	Hills— Darjeeling.
Orissa—												
...	...	...	...	14 7	14 7	...	...	14 7	15 —	13 8	13 6	Puri.
...	...	...	...	15 12*	17 1*	...	...	19 11	21 —	10 12	10 12	Cuttack.
...	...	...	...	14 —	13 —	...	...	10 8	10 8	11 8	11 8	Balasore.
Chota-Nagpur—												
...	...	...	...	9 —	9 —	...	...	16 —	16 —	7 —	7 —	Singbhum.
...	...	...	...	18 —	17 —	...	22 —	22 —	20 —	10 —	10 8	Manbhum.
35 —	35 —	...	...	17 —	...	...	...	...	...	...	...	Lohardaga.
37 2	33 12	...	...	10 —	16 —	24 —	26 —	15 —	15 —	9 —	9 —	Palamau.
24 —	24 —	...	...	18 —	...	37 2	33 12	27 —	27 —	9 4	9 —	Hazáribágh.
...	...	...	...	27 —	27 —	23 —	22 8	16 —	17 12	9 —	8 8	Bihár, south— Monghyr.
...	...	...	...	22 —	22 —	33 —	35 —	21 —	21 —	10 —	10 —	Gaya.
35 —	32 —	14 —	15 —	23 —	27 8	35 —	35 —	21 —	21 —	10 —	10 —	Patna.
...	39 —	19 —	20 —	27 —	25 —	35 —	39 —	27 —	25 —	11 —	11 —	Shahabad.
...	...	...	...	24 —	and 25 —	28 —	30 —	22 —	22 —	10 —	10 8	Bihár, north— Purnea.
...	...	...	...	and 25 —	25 —	31 —	30 —	...	...	10 9	10 8	Bhágapur.
...	...	...	...	21 8	22 12	40 —	40 4	20 4	20 4	10 —	10 —	Darbhanga.
25 —	30 —	...	...	19 —	20 —	25 —	30 —	20 —	18 —	10 —	10 —	Muzaffarpur.
27 8	27 8	...	...	25 —	22 —	30 —	28 —	23 8	22 8	11 —	11 —	Saran.
25 —	30 —	16 —	16 —	24 8	23 4	28 8	28 —	23 8	24 8	10 12	10 8	Champaran.
...	...	...	...	21 —	21 —	25 8	25 —	22 8	21 8	10 8	10 4	
N.-W. Provinces—												
Eastern—												
...	...	16 —	16 —	20 —	18 —	22 —	22 —	16 —	16 —	10 —	10 —	Mirzapur.
...	...	10 5	15 6†	22 6	23 5	27 2	28 3	10 5	15 4	10 11	10 11	Benares.
...	...	15 12	10 —	21 6	24 —	28 8	28 —	14 12	10 —	9 4	9 8	Ghazipur.
...	...	...	...	21 —	21 8	21 —	24 8	13 —	18 —	11 4	11 4	Jaunpur.
25 —	...	22 —	21 —	20 —	20 —	24 —	23 8	15 —	15 —	10 8	10 8	Allahabad.
Central—												
...	...	20 —	20 —	26 —	24 —	...	...	16 —	16 8	11 —	10 12	Banda.
...	...	...	...	21 —	21 12	...	...	17 —	16 8	10 12	10 12	Fatehpur.
...	...	...	...	25 8	25 —	28 —	26 —	10 —	10 —	10 4	10 4	Hamirpur.
...	...	...	...	25 —	25 —	...	...	16 —	16 —	10 12	10 12	Jalaun.
25 —	14 —	20 —	20 —	23 8	22 8	33 —	35 —	18 —	17 —	11 12	11 12	Cawnpore.
...	...	...	...	20 —	23 8	34 —	32 —	17 —	17 —	11 —	11 —	Jhansi.
24 —	28 —	16 —	16 —	24 —	21 12	29 8	29 8	19 —	19 —	11 —	11 8	Etawah.
...	...	...	...	27 4	25 14	36 —	34 1	19 1	18 6	11 15	11 15	Farukhabad.
...	...	...	...	23 —	21 8	33 8	33 8	18 8	19 —	11 —	11 —	Mainpuri.
...	...	...	...	21 8	21 8	40 —	40 —	10 8	17 8	11 8	11 8	Etah.
Western—												
...	...	...	...	20 —	19 8	26 —	25 8	15 8	15 8	11 8	11 8	Meerut.
...	...	20 —	20 —	24 8	22 8	28 8	30 —	15 —	15 —	12 —	12 —	Agra.
...	...	20 —	20 —	23 12	23 12	31 —	31 —	10 8	10 8	12 —	12 —	Muttra.
...	...	15 —	10 —	22 —	22 —	33 —	34 —	10 —	10 8	11 8	11 8	Ahmadn.
...	...	25 —	25 —	21 —	22 8	31 —	31 8	10 —	10 —	11 8	11 8	Bulandshahr.
Submontane, east—												
25 —	24 —	18 —	18 —	25 —	25 —	26 —	26 —	15 —	15 —	10 —	10 —	Ballia.
...	...	...	...	19 15	19 15	25 1	25 1	10 7	15 8	10 —	9 8	Azamgarh.
28 13	28 13	19 13	19 13	19 13	19 0	27 14	27 7	19 5	19 3	10 15	10 —	Gorakhpur.
...	...	...	...	19 8	19 —	26 —	24 4	18 12	17 8	10 8	11 —	Basti.



RETAIL PRICES FOR THE 2nd HALF OF DECEMBER 1898—continued. *The figures*

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetia spicata).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.		Common.		Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
					Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.				
N.-W. Provinces—contd.												
Submontane, west—												
Shahjahanpur . . . . .	19 4	19 8	36 —	36 —	5 4	5 4	17 12	17 4	...	...	28 —	29 —
Budaun . . . . .	19 —	19 —	34 —	33 —	7 8	7 8	15 8	15 —	31 —	30 —	27 —	28 —
Pilibit . . . . .	19 8	19 8	32 —	32 —	5 4	5 4	16 8	16 8	26 —	26 —	23 —	23 —
Bareilly . . . . .	17 8	17 8	25 —	25 —	5 —	5 —	12 8	12 8	28 12	28 12	26 4	25 10
Moradabad . . . . .	19 11	18 12	29 —	29 —	5 4	5 4	13 12	13 12	32 8	32 —	26 4	25 —
Bijnor . . . . .	17 7	17 7	28 2	27 —	4 8	4 8	13 8	12 15	...	...	22 8	22 8
Muzaffarnagar . . . . .	19 12	18 7	28 —	28 10	...	...	12 9	12 1	26 6	26 6	23 2	23 2
Saharanpur . . . . .	19 5	19 5	29 8	29 8	4 13	4 13	11 13	11 13	23 10	23 10	25 13	25 13
Dehra-Dun . . . . .	17 4	17 12	29 8	29 8	7 —	7 —	12 12	12 12	24 —	24 —	25 —	25 —
Hills—												
Naini Tal . . . . .	13 —	13 —	21 —	21 —	4 —	4 —	10 —	10 —	...	...	...	...
Almora . . . . .	12 —	13 4	18 —	17 —	5 —	5 —	11 —	11 —	...	...	...	...
Garhwal . . . . .	10 —	10 —	12 —	12 —	6 —	6 —	10 —	10 —	...	...	...	...
Oudh—												
Southern—												
Partabgarh . . . . .	17 12	18 —	28 —	28 —	7 —	...	17 —	17 —	25 —	28 —	25 —	26 —
Sultanpur . . . . .	19 8	19 8	28 8	28 8	9 8	9 8	19 —	19 —	26 —	26 —	21 —	21 —
Rae-Bareilly . . . . .	19 4	20 8	28 —	30 —	5 —	5 —	16 —	18 —	26 —	28 —	27 —	28 —
Unao . . . . .	17 8	17 —	26 —	25 —	8 —	8 —	16 —	16 —	26 8	29 —	26 —	26 —
Lucknow . . . . .	18 8	18 4	33 —	32 —	5 8	5 4	15 8	15 —	28 —	27 —	27 8	27 —
Hardoi . . . . .	18 8	19 —	33 —	35 —	...	...	20 —	20 —	33 —	35 —	30 —	29 —
Northern—												
Fyzabad . . . . .	18 8	18 8	30 —	30 —	12 8	12 8	18 —	18 —	26 —	26 —	23 8	23 8
Barabanki . . . . .	18 —	18 12	25 —	25 —	...	6 —	15 —	15 —	25 —	24 —	24 —	24 —
Gonda . . . . .	21 8	20 8	34 —	32 —	...	...	18 12	17 4	36 —	32 —	26 —	26 —
Bahraich . . . . .	20 8	20 —	39 —	40 —	7 —	7 —	18 —	18 —	40 —	40 —	29 —	29 —
Sitapur . . . . .	19 8	19 8	30 —	32 —	5 —	5 —	16 —	15 8	32 —	32 —	29 —	29 —
Kheri . . . . .	20 —	19 —	42 —	38 —	5 —	6 —	16 —	16 —	40 —	40 —	32 —	32 —
Rajputana—												
Eastern—												
Partabgarh . . . . .	20 5	20 5	31 4	31 4	7 —	7 —	11 11	11 11	25 15	35 15	...	...
Banswara . . . . .	13 12	13 12	15 —	15 —	6 4	6 4	13 12	14 6	...	...	...	...
Meywar (Udaipur) . . . . .	14 13	15 3	21 7	21 7	8 3	8 3	8 9	8 9	25 —	24 3	14 13	14 7
Hilly Tracts of Meywar (Dungarpur) . . . . .	15 —	16 —	19 —	...	6 8	7 —	8 8	8 8	...	...	...	...
Sironi . . . . .	12 —	12 —	20 —	20 —	5 —	5 —	6 —	6 —	13 —	13 —	13 —	13 —
Erinpura . . . . .	13 12	13 10	20 2	20 14	6 14	6 4	8 8	7 4	19 13	20 2	17 9	17 9
Ajnere . . . . .	14 8	14 8	20 5	20 5	6 5	6 5	9 2	9 2	20 8	23 —	18 —	18 —
Abu . . . . .	12 3	11 14	18 2	17 3	5 12	5 12	6 12	6 4	16 4	15 8	13 9	14 8
Kishengarh . . . . .	14 8	13 12	20 —	21 —	6 —	5 8	7 8	6 8	21 8	21 8	17 4	18 8
Bundi . . . . .	18 14	18 12	33 4	32 —	6 8	6 8	8 —	7 12	37 3	37 —	...	21 —
Kotah . . . . .	20 4	20 —	32 —	31 8	6 4	6 4	6 12	6 12	40 8	40 —	19 12	19 8
Jhalawar . . . . .	17 15	17 15	40 10	43 8	7 14	7 13	12 7	12 6	36 3	34 1	22 12	23 11
Tonk . . . . .	14 —	13 8	22 7	22 4	4 —	4 —	7 —	7 —	23 15	22 15	20 3	20 4
Jaipur . . . . .	13 8	13 8	21 4	21 8	4 4	4 4	6 8	6 8	22 —	22 —	19 8	18 4
Kerauli . . . . .	15 15	17 3	30 10	31 14	9 1	10 5	11 9	11 9	19 6	33 —	24 11	26 4
Dholpur . . . . .	10 2	10 1	28 2	27 —	9 —	9 —	10 2	10 2	30 10	30 10	27 15	28 7
Bhartpur . . . . .	16 12	17 —	30 12	29 13	5 —	5 —	8 —	8 —	32 4	32 7	20 10	20 6
Alwar . . . . .	15 9	15 13	43 14	23 14	5 12	5 12	9 2	9 2	26 4	25 4	22 12	22 8
Deoli Cantonment . . . . .	10 —	10 —	22 11	21 7	4 —	4 —	6 —	6 —	28 —	28 —	23 —	22 12
Nasirabad Cantonment . . . . .	14 12	14 12	...	...	7 —	7 —	10 —	10 —	21 —	23 8	18 —	18 8
Balmer . . . . .	12 2	11 12	...	...	5 8	5 8	7 8	7 8	...	...	14 10	14 10
Anadra . . . . .	12 14	12 —	...	...	6 —	6 —	7 —	7 —	...	...	...	...
Shahpura . . . . .	14 8	14 —	...	...	6 —	6 —	7 —	7 —	...	...	...	...
Western—												
Jodhpur . . . . .	12 13	12 3	...	...	6 10	6 4	8 —	7 4	18 —	17 3	16 10	15 10
Jaisalmer . . . . .	13 2	12 13	19 1	17 8	6 10	6 4	8 —	7 4	18 —	17 3	16 10	15 10
Bikaner . . . . .	10 10	11 —	...	...	6 —	6 —	10 —	10 —	14 6	16 —	13 —	13 —
Central India—												
Indore . . . . .	12 12	12 12	21 —	22 —	8 4	8 4	9 4	9 8	29 —	30 —	19 4	19 —
Nimach Cantonment . . . . .	15 8	15 —	...	...	7 —	7 —	8 —	8 —	27 —	26 —	19 8	19 —
Gwalior . . . . .	11 11	12 7	24 15	25 8	6 6	6 6	7 7	7 4	24 2	24 5	21 4	20 3
Panjab—												
Southern—												
Fissar . . . . .	18 —	18 —	27 —	26 —	...	...	10 —	10 —	23 —	24 —	20 —	19 —
Ferozpur . . . . .	18 —	19 —	31 —	32 —	...	...	10 —	10 —	20 —	20 —	22 —	21 —
Central—												
Lahore . . . . .	18 —	17 —	33 —	33 —	...	...	12 —	12 —	27 —	25 —	22 —	19 —
Gujranwala . . . . .	19 —	19 —	40 —	40 —	...	...	14 —	13 —	13 —	20 —	32 —	18 —
Gujrat . . . . .	19 —	19 —	28 —	28 —	...	...	9 —	9 —	23 —	23 —	22 —	22 —
Jhilm . . . . .	18 —	19 —	32 —	32 —	...	...	12 —	12 —	24 —	24 —	25 —	24 —

represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MARUA OR RAGI ( <i>Eriosema corymbosum</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arislinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADIAN PRA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
...	...	...	...	25 —	25 4	...	...	18 4	18 4	11 —	11 —	N.-W. Provinces—contd.
...	...	20 —	20 —	24 —	24 8	37 —	36 —	18 —	18 —	10 12	10 12	Submontane, west—
...	...	...	...	23 8	23 8	32 —	32 —	17 —	17 —	11 —	11 —	Shahjahanpur.
...	...	22 8	22 8	20 —	20 —	33 12	32 8	15 —	15 —	10 10	10 10	Budaun.
...	...	...	...	19 —	19 —	33 12	32 —	15 —	15 —	11 —	11 —	Pilibit.
...	...	...	...	19 2	19 10	27 —	...	13 8	13 8	11 —	11 —	Bareilly.
...	...	...	...	20 15	20 15	28 1	28 1	14 5	14 5	11 6	11 6	Moradabad.
23 10	23 10	26 14	26 14	20 15	20 15	31 3	31 3	15 1	15 1	11 4	11 4	Bijnor.
29 —	29 —	...	...	19 —	19 8	29 —	29 —	14 —	14 —	10 —	10 8	Muzaffarnagar.
...	...	...	...	14 8	14 8	...	...	8 —	8 —	8 —	8 —	Saharanpur.
18 —	18 —	...	...	13 8	14 —	...	...	11 —	11 —	8 8	8 8	Dehra-Dun.
...	...	...	...	8 —	8 —	...	...	6 —	6 —	6 —	6 —	Hills—
...	...	...	...	...	...	...	...	...	...	...	...	Naini Tal.
...	...	...	...	...	...	...	...	...	...	...	...	Aimora.
...	...	...	...	...	...	...	...	...	...	...	...	Garhwál.
...	...	...	...	...	...	...	...	...	...	...	...	Oudh—
32 4	...	...	...	21 4	21 —	...	...	16 —	16 —	11 —	10 8	Southern—
32 —	32 —	...	...	24 —	24 —	24 —	...	18 —	18 —	10 8	10 8	Partabgarh.
30 —	40 —	22 —	22 —	17 —	19 —	26 8	27 —	16 8	17 —	11 —	11 —	Sultanpur.
...	...	24 —	24 —	21 —	19 8	33 —	33 —	17 —	17 —	11 —	11 —	Rae-Bareilly.
...	...	26 —	26 —	20 8	20 —	30 —	30 —	18 8	18 —	11 —	11 4	Unao.
...	...	...	...	24 —	28 —	...	31 —	18 —	15 —	10 8	10 8	Lucknow.
...	...	...	...	...	...	...	...	...	...	...	...	Hardoi.
...	...	20 —	20 —	23 —	23 —	27 8	27 8	18 —	18 —	11 —	11 —	Northern—
...	...	...	...	20 —	21 —	29 —	30 —	19 —	19 —	11 —	11 —	Fyzabad.
...	...	12 —	12 —	24 8	23 8	32 8	32 8	18 8	18 8	10 8	10 8	Barabanki.
...	...	20 —	20 —	25 —	25 —	35 —	34 —	20 —	19 8	10 —	10 —	Gonda.
...	49 —	28 —	28 —	25 —	25 —	29 —	28 —	18 —	18 —	11 —	11 —	Bahraich.
...	40 —	...	...	25 —	26 —	38 —	38 —	20 —	20 —	11 —	11 —	Sitapur.
...	...	...	...	...	...	...	...	...	...	...	...	Kheri.
...	...	...	...	...	...	...	...	...	...	...	...	Rajputana—
...	...	...	...	23 7	23 7	39 1	29 1	13 4	13 4	21 1	21 1	Eastern—
...	...	...	...	21 4	21 4	32 8	33 2	...	...	8 2	8 2	Partabgarh.
...	...	12 14	12 14	15 10	16 —	26 9	25 12	12 1	10 15	10 2	10 2	Banswara.
...	...	15 —	15 —	20 —	18 —	32 —	30 —	...	...	11 —	10 —	Meywar (Udaipur).
...	...	...	...	15 —	16 —	21 —	18 —	...	...	12 —	11 8	Hilly Tracts of Meywar (Dungarpur).
...	...	...	...	16 11	19 5	...	...	...	...	12 4	12 4	Sirohi.
...	...	9 8	9 8	18 —	18 —	22 —	22 —	...	...	12 8	12 8	Erinpura.
...	...	...	...	17 6	16 8	20 —	20 —	10 4 &	10 2 &	11 —	11 —	Ajmere.
...	...	...	...	18 8	19 8	19 8	21 —	...	...	13 8	12 12	Abu.
...	...	...	...	21 4	13 —	34 8	34 —	...	...	10 12	10 8	Kishangarh.
...	...	...	...	24 8	24 4	40 8	40 —	10 —	9 14	10 —	9 14	Bundi.
...	...	29 10	29 8	21 15	20 6	53 2	47 10	10 12	10 13	10 3	10 1	Kotah.
...	...	...	...	19 8	19 12	22 8	22 9	...	...	10 2	10 —	Jhalawar.
...	...	...	...	17 8 &	17 12 &	...	...	...	...	...	...	Tonk.
...	...	25 —	21 —	20 8	19 —	...	...	25 —	25 —	10 15	10 15	Jaipur.
...	...	24 6	23 12	26 14	24 6	...	...	16 10	16 14	11 8	11 8	Kerauli.
...	...	22 8	22 8	23 12	23 14	...	...	12 11	12 7	11 12	11 12	Dholpur.
...	...	27 —	24 6	24 8	24 —	26 8	26 4	27 —	23 —	12 10	12 10	Bharatpur.
...	...	14 1	14 —	22 14	22 8	25 —	24 2	...	...	11 8	11 8	Alwar.
...	...	...	...	20 —	19 6	...	...	13 —	13 —	13 —	13 —	Deoli Cantonment.
...	...	...	...	18 8	18 8	...	...	...	...	13 8	13 8	Nasirabad Cantonment.
...	...	...	...	9 —	9 —	...	...	...	...	...	...	Balmer.
...	...	...	...	16 8	16 8	21 —	20 —	8 —	8 —	12 —	12 —	Anadra.
...	...	...	...	16 8	16 8	18 8	21 —	...	...	11 2	11 4	Shahpura.
...	...	...	...	14 10	14 —	19 4	18 12	8 15	8 12	13 4	12 13	Western—
...	...	...	...	12 4	12 —	...	...	...	...	21 —	21 —	Jodhpur.
...	...	...	...	16 3	16 8	...	...	10 —	10 —	11 8	12 —	Jaisalmer.
...	...	...	...	...	...	...	...	...	...	...	...	Bikaner.
...	...	...	...	18 —	18 —	34 8	36 —	22 —	22 —	11 —	11 —	Central India—
...	...	...	...	17 8	17 8	...	...	11 —	11 —	12 —	12 —	Indore.
...	...	4 4	4 4	19 2	20 2	26 0	25 8	18 1	19 2	9 2	9 11	Nimach Cantonment.
...	...	...	...	...	...	...	...	...	...	...	...	Gwalior.
†	†	†	†	25 —	24 —	†	†	†	†	11 —	11 —	Panjab—
†	†	16 —	16 —	25 —	24 —	31 —	26 —	11 —	11 —	12 8	12 8	Southern—
...	...	...	...	...	...	...	...	...	...	...	...	Hissar.
...	...	...	...	...	...	...	...	...	...	...	...	Ferozpur.
...	...	...	...	...	...	...	...	...	...	...	...	Central—
...	...	23 —	22 —	22 —	21 —	28 —	27 —	12 —	12 —	13 —	12 12	Lahore.
...	...	...	...	...	...	...	...	...	...	13 8	13 8	Gujranwala.
...	...	10 —	10 —	20 —	20 —	23 —	23 —	...	...	13 —	13 —	Gujrat.
...	...	20 —	22 —	21 —	21 —	24 —	23 —	9 —	9 —	14 —	14 —	Jhelum.

\* Not sold.

† Not produced.

‡ Not procurable.

§ Unhusked.

|| Husked.



## RETAIL PRICES FOR THE 2nd HALF OF DECEMBER 1898—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR GHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetia spicata).	
					Best sort.		Common.					
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
<b>Panjab—continued.</b>												
<i>South-eastern—</i>												
Gurgaon . . . . .	17 —	16 —	25 —	25 —	...	...	9 —	9 —	25 —	25 —	22 —	23 —
Delhi . . . . .	17 —	17 —	25 —	25 —	...	...	12 —	12 —	24 —	24 —	21 —	22 —
Rohtak . . . . .	17 —	16 —	25 —	24 —	...	...	13 —	13 —	22 —	22 —	21 —	20 —
Karnal . . . . .	18 —	18 —	28 —	31 —	...	...	10 —	10 —	25 —	27 —	20 —	20 —
<i>Submontane—</i>												
Ambala . . . . .	20 —	20 —	25 —	25 —	...	...	12 —	11 —	31 —	29 —	23 —	23 —
Ludhiana . . . . .	22 —	22 —	33 —	33 —	...	...	11 —	11 —	28 —	28 —	22 —	22 —
Jalandhar . . . . .	21 —	21 —	30 —	30 —	...	...	10 —	8 —	27 —	27 —	21 —	21 —
Hoshiarpur . . . . .	21 —	20 —	30 —	28 —	...	...	12 —	12 —	26 —	24 —	20 —	17 —
Gurdaspur . . . . .	21 —	21 —	40 —	40 —	...	...	13 —	13 —	28 —	28 —	11 —	11 —
Amritsar . . . . .	20 —	19 —	34 —	34 —	...	...	12 —	11 —	26 —	25 —	19 —	17 —
Sialkot . . . . .	19 —	19 —	33 —	34 —	...	...	14 —	14 —	25 —	24 —	23 —	22 —
<i>Hills—</i>												
Simla . . . . .	15 —	15 —	21 —	21 —	...	...	10 —	10 —	24 —	24 —	17 —	17 —
Kangra . . . . .	20 —	20 —	28 —	28 —	...	...	15 —	15 —	†	†	†	†
<i>Northern—</i>												
Rawalpindi . . . . .	17 —	17 —	30 —	31 —	...	...	10 —	10 —	34 —	34 —	21 —	21 —
Hazara . . . . .	18 —	19 —	30 —	18 —	...	...	10 —	10 —	†	†	19 —	18 —
Peshawar . . . . .	15 —	15 —	29 —	29 —	...	...	10 —	10 —	35 —	36 —	20 —	20 —
Kohat . . . . .	17 —	16 —	23 —	23 —	...	...	15 —	13 —	†	†	21 —	21 —
Bannu . . . . .	20 —	20 —	34 —	35 —	...	...	14 —	14 —	41 —	41 —	24 —	26 —
<i>Western—</i>												
Shahpur . . . . .	20 —	20 —	30 —	32 —	...	...	11 —	11 —	22 —	22 —	22 —	22 —
Jhang . . . . .	19 —	20 —	27 —	27 —	...	...	13 —	12 —	36 —	36 —	27 —	27 —
Multan . . . . .	16 —	16 —	25 —	24 —	...	...	10 —	16 —	26 —	26 —	23 —	24 —
Montgomery . . . . .	19 —	19 —	†	24 —	...	...	12 —	13 —	28 —	28 —	†	24 —
Dera Ismael Khan . . . . .	19 —	19 —	24 —	24 —	...	...	8 —	8 —	23 —	24 —	23 —	23 —
Muzaffargarh . . . . .	18 —	18 —	23 —	23 —	...	...	15 —	15 —	21 —	20 —	22 —	22 —
Dera Ghazi Khan . . . . .	15 —	15 —	20 —	23 —	...	...	14 —	14 —	21 —	22 —	20 —	20 —
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	13 —	13 —	...	...	9 —	8 8	10 —	9 —	20 —	20 —	18 —	18 —
Hyderabad . . . . .	13 —	13 —	...	...	7 —	7 —	10 —	10 —	20 —	20 —	20 —	20 —
Thar and Parkar (Umarkot) . . . . .	13 —	13 —	...	...	18 —	19 —	19 —	20 —	...	...	17 —	17 —
Shikarpur . . . . .	15 —	15 —	...	...	8 —	8 —	9 —	9 —	26 —	26 —	24 —	23 —
Upper Sind Frontier . . . . .	13 —	13 —	...	...	8 8	8 —	9 8	9 —	32 —	32 —	20 —	27 —
Quetta . . . . .	13 8	13 8	17 —	17 —	4 —	4 —	7 —	7 —	20 —	20 —	16 —	16 —
<b>Bombay—</b>												
<i>Konkan—</i>												
Karwar . . . . .	9 4	8 5	...	...	7 10	7 10	10 10	10 10	13 5	13 5	12 3	12 3
Ratnagiri . . . . .	8 2	8 2	...	...	11 10	10 14	12 2	11 6	13 —	13 —	11 4	13 4
Alibag . . . . .	9 4	9 4	...	...	10 13	10 13	12 10	12 10	...	...	11 3	11 3
Bombay . . . . .	8 7	8 7	...	...	6 6	6 6	10 6	10 6	14 11	14 11	14 9	14 9
Tanna . . . . .	10 15	10 15	...	...	12 —	12 —	12 15	12 15	...	...	10 3	10 3
<i>Deccan—</i>												
Dharwar . . . . .	14 11	12 14	...	...	12 7	11 7	14 5	13 6	28 5	28 5	18 10	18 10
Belgaum . . . . .	11 10	10 11	...	...	12 14	11 13	13 2	12 1	21 13	20 12	21 13	20 —
Satara . . . . .	14 8	13 1	...	...	10 3	8 14	11 10	11 10	19 12	19 12	23 13	19 7
Sholapur . . . . .	14 14	13 8	...	...	12 7	11 8	13 10	14 11	26 13	25 —	25 15	25 —
Bijapur . . . . .	15 —	15 1	...	...	7 0	7 6	11 6	12 5	28 12	30 9	28 3	28 1
Poona . . . . .	10 7	10 7	...	...	9 11	9 1	10 13	10 3	23 8	20 —	18 6	18 6
<i>Khandesh—</i>												
Ahmadnagar . . . . .	12 5	12 5	...	...	8 13	8 1	11 5	11 5	20 10	19 4	21 3	19 —
Nasik . . . . .	12 15	12 15	...	...	8 2	8 2	9 8	9 8	...	...	10 13	10 13
Dhulia . . . . .	12 4	12 4	...	...	7 7	7 7	9 7	9 7	25 14	25 14	22 1	22 1
<i>Gujarat—</i>												
Surat . . . . .	10 10	10 10	...	...	7 6	7 6	8 5	8 5	23 2	23 2	18 1	18 1
Broach . . . . .	12 —	12 —	...	...	8 —	8 —	10 —	10 —	21 8	21 —	18 —	18 —
Kaira . . . . .	14 —	13 —	...	...	8 —	8 —	12 —	11 —	20 —	20 —	19 —	19 —
Baroda Cantonment . . . . .	10 —	10 —	...	...	0 2	6 8	9 —	8 8	16 —	17 —	17 —	17 —
Ahmadabad . . . . .	12 —	12 —	...	...	0 6	6 8	12 8	12 8	22 —	22 —	19 —	18 —
Godhra . . . . .	10 —	10 —	...	...	8 —	8 —	10 8	10 8	...	...	17 —	17 —
Disa Cantonment . . . . .	13 8	13 —	...	...	0 8	6 8	9 —	9 —	25 —	24 —	20 —	13 —
<i>Kathiawar—</i>												
Rajkot . . . . .	16 —	14 15	...	...	6 10	6 10	10 —	10 —	22 13	22 13	18 2	15 6
<b>Central Provinces—</b>												
<i>Western—</i>												
Nimar . . . . .	12 13	12 13	...	...	6 5	6 5	12 8	12 8	27 9	27 9	...	...
Khandwa . . . . .	11 8	11 8	...	...	8 8	8 8	12 —	12 —	30 —	30 —	21 —	21 —
Hoshangabad . . . . .	13 1	12 8	...	...	9 —	9 —	11 11	15 3	24 —	24 —	...	...
Betul . . . . .	14 6	13 8	...	...	12 —	12 —	14 0	14 0	24 —	24 —	...	...
Chhindwara . . . . .	15 —	14 —	...	...	10 —	10 —	13 —	13 —	28 —	28 —	...	...
Nagpur . . . . .	13 2	13 12	...	...	11 4	11 4	13 12	14 0	25 —	21 14	...	...
Wardha . . . . .	13 5	13 5	...	...	7 —	0 —	11 7	11 7	20 11	22 13	...	...

\* Not sold.

† Not produced.

‡ Not procurable.

represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MARUA OR RAGI ( <i>Eleusine coracana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arvense</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADJAN PRA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
†	†	†	†	21	21	25	26	16	15	11	11	Panjab—continued.
†	†	14	14	20	20	27	27	14	14	12	12	
†	†	10	10	21	21	26	27	16	16	11	11	Gurgaon.
23	33	12	12	20	20	27	27	16	16	10	8	Delhi.
†	†	16	16	22	22	33	30	14	†	12	12	Rohtak.
†	†	18	18	25	25	34	33	11	†	13	13	Karnal.
†	†	20	20	24	24	31	30	†	†	13	13	Submontane—
20	20	14	14	23	23	30	27	8	8	12	12	Ambala.
†	†	10	10	22	22	30	30	†	†	12	12	Ludhiana.
†	†	21	21	24	24	27	27	11	11	12	12	Jalandhar.
†	†	†	†	21	22	23	23	†	†	13	12	Hoshiarpur.
†	†	†	†	†	†	†	†	†	†	12	12	Gurdaspur.
†	†	†	†	†	†	†	†	†	†	12	12	Amritsar.
†	†	†	†	†	†	†	†	†	†	13	12	Sialkot.
18	18	10	10	16	16	21	21	8	8	9	9	Hills—
†	†	†	†	19	19	28	28	12	14	11	11	Simla.
†	†	15	15	21	21	27	25	11	11	13	12	Kangra.
†	†	†	†	17	16	25	25	†	†	11	8	Northern—
†	†	19	18	17	17	27	26	12	11	17	17	Rawalpindi.
†	†	†	†	19	19	23	23	†	†	16	10	Hazara.
13	13	7	7	26	26	34	32	10	10	20	10	Peshawar.
†	†	†	†	†	†	†	†	†	†	16	10	Kohat.
†	†	†	†	†	†	†	†	†	†	20	10	Bannu.
24	24	16	16	25	25	22	22	†	†	13	13	Western—
32	35	34	35	20	22	32	32	6	6	12	12	Shahpur.
†	†	20	20	19	19	28	26	†	†	12	12	Jhang.
†	†	†	†	24	24	28	28	10	10	12	8	Multan.
†	†	†	†	23	23	28	30	†	†	12	8	Montgomery.
†	†	†	†	20	19	†	†	8	8	16	15	Dera Ismael Khan.
†	†	†	†	19	19	†	†	†	†	12	12	Muzaffargarh.
†	†	†	†	†	†	†	†	†	†	11	11	Dera Ghazi Khan.
†	†	†	†	18	18	†	†	10	10	13	8	Sind and Baluchistan—
†	†	†	†	14	14	†	†	8	8	12	12	Karachi.
†	†	†	†	8	8	†	†	†	†	12	12	Hyderabad.
†	†	†	†	10	8	19	8	12	12	12	12	Thar and Parkar (Umarkot).
†	†	†	†	18	8	19	†	8	8	11	11	Shikarpur.
†	†	8	8	15	15	16	16	8	8	9	9	Upper Sind Frontier.
†	†	†	†	†	†	†	†	†	†	†	†	Quetta.
16	3	16	3	11	9	10	9	10	5	9	6	Bombay—
14	11	14	11	12	6	12	6	9	7	11	11	Konkan—
†	†	†	†	11	14	11	14	8	12	12	5	Karwar.
11	4	11	4	13	12	13	12	10	3	11	9	Ratnagiri.
†	†	†	†	14	3	13	5	10	15	12	4	Alibag.
†	†	†	†	†	†	†	†	†	†	11	9	Bombay.
†	†	†	†	†	†	†	†	†	†	12	4	Tanna.
21	21	†	†	11	14	11	14	10	7	9	2	Deccan—
†	†	†	†	12	8	11	†	10	12	9	12	Dharwar.
†	†	†	†	14	8	13	1	11	14	9	13	Belgaum.
†	†	†	†	17	2	10	3	14	14	13	2	Satara.
†	†	†	†	18	12	13	6	11	11	11	12	Sholapur.
†	†	†	†	14	6	13	13	10	14	9	4	Bijapur.
†	†	†	†	†	†	†	†	†	†	11	13	Poona.
19	9	19	9	16	10	15	5	12	9	12	9	Khandesh—
†	†	†	†	15	11	14	15	11	6	12	1	Ahmadnagar.
†	†	†	†	12	6	13	3	12	12	10	9	Nasik.
†	†	†	†	†	†	†	†	†	†	†	†	Dhulia.
25	24	†	†	12	15	12	15	13	14	13	14	Gujarat—
20	20	†	†	10	15	†	†	14	8	14	12	Surat.
†	†	†	†	13	12	†	†	17	10	12	8	Broach.
†	†	†	†	13	8	13	8	13	8	11	8	Kaira.
†	†	†	†	13	8	13	8	20	17	13	8	Baroda Cantonment.
†	†	†	†	10	10	†	†	11	11	12	12	Ahmadabad.
†	†	†	†	17	8	17	†	12	12	12	8	Godhra.
†	†	†	†	†	†	†	†	†	†	†	†	Disa Cantonment.
†	†	†	†	15	9	17	4	11	11	81	10	Kathiawar—
†	†	†	†	†	†	†	†	†	†	†	†	Rajkot.
†	†	†	†	14	3	14	3	12	13	12	1	Central Provinces—
†	†	†	†	13	13	†	†	†	†	9	9	Western—
†	†	†	†	20	9	18	†	14	6	14	6	Nimat.
†	†	†	†	10	14	6	†	10	10	9	9	Khandwa.
†	†	†	†	19	17	†	†	12	13	9	9	Hoshangabad.
†	†	†	†	17	8	10	4	13	15	10	11	Betul.
†	†	†	†	14	9	14	9	10	10	10	11	Chhindwara.
†	†	†	†	†	†	†	†	†	†	†	†	Nagpur.
†	†	†	†	†	†	†	†	†	†	†	†	Wardna.

\* Not sold.

† Not produced.

‡ Not procurable.

D



## RETAIL PRICES FOR THE 2nd HALF OF DECEMBER 1898—concluded. (The figures

RETAIL PRICES FOR 1911													
DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Panicum spicatum).		
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.		Common.		Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	
					Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.					
Central Provinces—contd.													
Central—	12 13	12 13	...	...	10 10	8 —	12 13	11 7	19 3	19 3	...	...	
Narsinghpur . . . . .	14 8	14 8	...	...	13 6	13 6	14 2	14 2	24 —	24 —	...	...	
Saugor . . . . .	14 1	14 1	...	...	14 1	14 1	14 9	14 9	26 —	26 —	...	...	
Damoh . . . . .	15 —	15 —	...	...	13 —	12 —	19 —	19 —	27 —	27 —	...	...	
Jubbulpore . . . . .	17 —	17 —	...	...	14 —	14 —	20 —	20 —	...	...	...	...	
Mandla . . . . .	18 —	17 8	...	...	9 —	9 —	16 —	16 —	28 —	25 —	...	...	
Seoni . . . . .	13 8	12 —	...	...	13 —	13 —	17 8	17 8	...	...	...	...	
Balaghāt . . . . .	10 4	16 4	...	...	...	...	16 4	16 4	...	...	...	...	
Bhandara . . . . .	14 11	14 2	...	...	...	...	17 10	15 8	25 5	25 5	...	...	
Chanda . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	
Eastern—	18 4	18 4	...	...	12 —	16 —	21 5	25 10	...	...	...	...	
Bilaspur . . . . .	18 8	17 —	...	...	10 —	10 —	20 —	16 —	...	...	...	...	
Raipur . . . . .	15 —	13 —	...	...	11 —	11 —	19 —	17 —	...	...	...	...	
Sambalpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	
Berar—	10 8	11 —	...	...	7 —	6 8	9 —	8 —	34 —	31 8	24 8	26 —	
Buldāna . . . . .	12 —	12 —	...	...	6 —	6 —	9 —	9 —	28 —	30 —	...	...	
Bāsim . . . . .	11 4	11 4	...	...	5 12	6 —	7 —	7 8	33 4	32 —	...	...	
Akola . . . . .	10 —	10 —	...	...	6 —	6 —	8 —	8 —	25 —	25 —	16 —	16 —	
Ellichpur . . . . .	11 —	11 —	...	...	7 —	7 —	10 —	10 —	28 —	27 —	23 —	26 —	
Amratoti . . . . .	12 —	12 —	...	...	7 —	7 —	8 —	8 —	25 —	28 —	16 —	18 —	
Wun . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	
Nizam's Territories—	10 2½	10 2½	...	...	6 —	6 —	8 9½	7 7	17 8½	15 12	16 10½	14 10	
Secunderabad . . . . .	9 8	9 5	...	...	5 13	5 13	10 —	9 10	18 5	16 15	...	...	
Bolāram . . . . .	10 —	9 6	...	...	6 8	7 8	12 8	12 —	23 12	23 12	25 —	25 —	
Chadarghāt . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	
Madras—	...	...	...	...	...	...	...	...	...	...	...	...	
Malabar Coast—	...	...	...	...	...	...	...	...	...	...	...	...	
Malabar . . . . .	...	...	...	...	...	...	10 8	10 2	...	...	...	...	
S. Canara . . . . .	...	...	...	...	...	...	12 —	12 —	...	...	...	...	
South, central—	...	...	...	...	...	...	...	...	...	...	...	...	
Coimbatore . . . . .	...	...	...	...	...	...	10 6	10 —	16 8	16 2	19 14	19 2	
Nilgiris . . . . .	...	...	...	...	...	...	7 3	7 3	...	...	...	...	
Salem . . . . .	...	...	...	...	...	...	10 13	10 5	18 3	18 3	16 6	14 13	
Central—	...	...	...	...	...	...	...	...	...	...	...	...	
Bellary . . . . .	...	...	...	...	...	...	10 13	9 11	25 3	25 11	...	...	
Anantapur . . . . .	...	...	...	...	...	...	11 14	11 5	26 13	25 11	...	...	
Cuddapah . . . . .	...	...	...	...	...	...	10 —	9 11	22 3	20 10	21 —	18 14	
Karnul . . . . .	...	...	...	...	...	...	10 11	10 —	32 14	26 11	...	...	
East Coast, north—	...	...	...	...	...	...	...	...	...	...	...	...	
Ganjam . . . . .	...	...	...	...	...	...	12 —	12 —	...	...	...	...	
Vizagapatam . . . . .	...	...	...	...	...	...	11 14	12 6	...	...	21 13	21 13	
Godavari . . . . .	...	...	...	...	...	...	12 3	12 —	16 13	16 13	...	...	
East Coast, central—	...	...	...	...	...	...	...	...	...	...	...	...	
Kistna . . . . .	...	...	...	...	...	...	17 10	14 13	23 3	14 11	...	...	
Nellore . . . . .	...	...	...	...	...	...	12 11	10 10	16 8	15 6	15 —	14 2	
East Coast, south—	...	...	...	...	...	...	...	...	...	...	...	...	
Madras . . . . .	...	...	...	...	...	...	12 8	9 13	...	...	...	...	
Chingleput . . . . .	...	...	...	...	...	...	12 —	12 —	...	...	...	...	
N. Arcot . . . . .	...	...	...	...	...	...	12 3	11 5	16 6	15 8	...	...	
S. Arcot . . . . .	...	...	...	...	...	...	10 14	10 14	...	...	20 13	20 13	
Tanjore . . . . .	...	...	...	...	...	...	14 3	13 —	...	...	26 3	24 11	
Trichinopoly . . . . .	...	...	...	...	...	...	10 3	10 8	16 13	15 6	24 2	22 13	
Southern—	...	...	...	...	...	...	...	...	...	...	...	...	
Tinnevely . . . . .	...	...	...	...	...	...	11 5	10 14	15 —	15 —	12 6	12 2	
Madura . . . . .	...	...	...	...	...	...	11 —	10 2	17 —	10 3	16 3	15 6	
Mysore—	...	...	...	...	...	...	...	...	...	...	...	...	
Mysore . . . . .	9 8	8 5	...	...	9 —	8 —	10 —	9 1	20 —	20 —	20 —	20 —	
Bangalore . . . . .	9 —	7 —	10 —	7 —	7 10	7 8	8 4	8 —	16 4	15 —	...	...	
Kolar . . . . .	8 —	7 —	6 —	6 —	8 —	8 —	10 —	9 —	...	...	...	...	
Tumkur . . . . .	8 —	8 —	...	...	7 8	8 —	8 4	8 12	...	...	...	...	
Hassan . . . . .	9 —	...	8 —	8 —	9 —	9 —	10 —	10 —	...	...	...	...	
Kadur . . . . .	9 —	9 —	9 —	9 —	9 —	8 —	11 —	10 —	18 —	18 —	...	...	
Shimoga . . . . .	10 8	10 4	10 8	11 5	7 14	7 14	10 8	11 —	27 5	26 5	...	...	
Chitaldrug . . . . .	9 —	8 —	9 —	8 —	10 —	9 —	11 —	10 —	30 —	25 —	18 —	16 —	
Coorg—	...	...	...	...	...	...	...	...	...	...	...	...	
Coorg . . . . .	8 —	7 8	7 8	8 —	8 —	7 8	11 8	10 8	...	...	...	...	
Aden . . . . .	8 8	7 8	...	...	6 9	6 9	7 7	7 7	13 2	12 15	7 4	8 9	

\* Not sold.

represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MARUA OR RAGI ( <i>Eleusine coracana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer ariselinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADJAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
...	...	...	...	17 6	17 6	...	...	16 —	16 —	9 2	9 2	Central Provinces—contd.
...	...	...	...	19 —	19 —	...	...	13 —	13 —	10 11	10 11	
...	...	...	...	21 13	21 13	...	...	12 12	12 12	9 2	9 2	Central—
...	...	...	...	23 —	23 —	...	...	14 —	15 —	9 12	10 —	Narsinghpur.
...	...	...	...	32 —	32 —	...	...	16 —	16 —	9 8	9 8	Saugor.
...	...	...	...	20 —	20 —	...	...	13 —	13 —	9 8	9 —	Damoh.
...	...	...	...	18 —	16 —	...	...	13 8	14 —	9 —	9 —	Jubbulpore.
...	...	...	...	20 —	18 12	...	...	15 —	15 —	9 8	9 8	Mandla.
...	...	...	...	16 13	16 13	...	...	14 2	14 2	9 —	9 —	Seoni.
...	...	...	...	21 5	21 5	...	...	18 4	16 —	9 2	9 2	Balaghāt.
...	...	...	...	25 —	20 —	...	...	20 —	16 —	9 —	9 —	Bhandāra.
...	...	...	...	17 —	17 —	...	...	12 —	12 —	10 —	10 —	Chānda.
...	...	...	...	17 —	17 —	...	...	11 —	11 8	10 8	10 8	Eastern—
...	...	...	...	20 —	20 —	...	...	13 8	14 4	9 —	9 —	Bilaspur.
...	...	...	...	18 4	16 —	...	...	10 8	12 —	12 8	12 —	Raipur.
...	...	...	...	13 —	13 —	...	...	10 —	16 —	10 —	10 —	Sambalpur.
...	...	...	...	16 —	16 —	...	...	14 —	14 —	11 —	11 —	Berar—
...	...	...	...	16 —	16 —	...	...	20 —	20 —	9 8	9 8	Buldāna.
...	...	...	...	...	...	...	...	...	...	...	...	Basim.
...	...	...	...	...	...	...	...	...	...	...	...	Akola.
...	...	...	...	...	...	...	...	...	...	...	...	Ellichpur.
...	...	...	...	...	...	...	...	...	...	...	...	Amrāoti.
...	...	...	...	...	...	...	...	...	...	...	...	Wun.
18 9	15 13	...	...	13 14	14 4	...	...	10 9½	9 5	9 2½	9 2½	Nizam's Territories—
...	...	...	...	16 —	14 14	...	...	...	...	8 12	8 12	Secunderabad.
...	...	...	...	22 8	17 8	...	...	12 —	11 4	9 2	8 12	Bolārām.
...	...	...	...	...	...	...	...	...	...	...	...	Chadarghāt.
...	...	...	...	...	...	...	...	...	...	12 —	12 —	Madras—
...	...	...	...	...	...	...	...	...	...	11 14	11 14	Malabar Coast—
...	...	...	...	...	...	...	...	...	...	...	...	Malabar.
18 14	18 —	...	...	...	...	...	...	...	...	10 11	10 11	S. Canara.
19 3	19 3	...	...	...	...	...	...	...	...	10 10	10 10	South, central—
...	...	...	...	...	...	...	...	...	...	10 14	10 14	Coimbatore.
29 2	27 3	...	...	...	...	...	...	...	...	10 13 and 11 8	10 13 and 11 8	Nilgiris.
27 3	23 5	...	...	...	...	...	...	...	...	11 8	11 8	Salem.
18 —	18 —	...	...	...	...	...	...	...	...	12 3	12 3	Central—
18 2	18 2	...	...	...	...	...	...	...	...	11 —	10 2	Bellary.
...	...	...	...	...	...	...	...	...	...	...	...	Anantapur.
21 6	20 —	...	...	...	...	...	...	...	...	10 —	10 —	Cuddapah.
20 3	19 3	...	...	...	...	...	...	...	...	12 —	12 —	Karnul.
19 2	19 2	...	...	...	...	...	...	...	...	12 2	12 2	East Coast, north—
...	...	...	...	...	...	...	...	...	...	...	...	Ganjam.
29 13	24 13	...	...	...	...	...	...	...	...	13 3	13 3	Vizagapatam.
15 0	14 0	...	...	...	...	...	...	...	...	12 13	12 13	Godāvari.
...	...	...	...	...	...	...	...	...	...	...	...	East Coast, central—
17 10	16 6	...	...	...	...	...	...	...	...	12 8	12 8	Kistna.
16 0	16 0	...	...	...	...	...	...	...	...	13 5	13 5	Nellore.
19 11	18 13	...	...	...	...	...	...	...	...	12 2	12 2	East Coast, south—
19 2	16 11	...	...	...	...	...	...	...	...	13 3	13 3	Madras.
27 3	24 14	...	...	...	...	...	...	...	...	12 14	12 14	Chingleput.
21 —	19 11	...	...	...	...	...	...	...	...	12 —	12 —	N. Arcot.
...	...	...	...	...	...	...	...	...	...	...	...	S. Arcot.
17 6	17 6	...	...	...	...	...	...	...	...	14 5	14 5	Tanjore.
17 2	17 2	...	...	...	...	...	...	...	...	13 2	13 2	Trichinopoly.
...	...	...	...	...	...	...	...	...	...	...	...	Southern—
17 8	16 12	20 —	20 —	9 12	10 —	...	...	7 8	7 8	10 8	10 4	Tinnevely.
25 2	22 —	...	...	8 —	8 —	...	...	7 —	7 —	9 —	9 —	Madura.
25 —	20 —	...	...	8 —	7 —	...	...	8 —	8 —	10 —	10 —	Mysore—
24 —	21 —	...	...	8 —	7 —	...	...	8 —	7 —	8 8	8 10	Mysore.
21 13	24 —	...	...	8 —	8 —	...	...	8 —	8 —	10 —	9 —	Bangalore.
23 —	20 —	...	...	9 —	8 —	...	...	7 —	8 —	9 —	9 —	Kolar.
28 6	28 6	...	...	9 7	9 7	...	...	8 15	9 7	10 —	10 —	Tumkur.
30 —	26 —	30 —	24 —	9 —	10 —	...	...	8 —	9 —	9 —	9 —	Hassan.
...	...	...	...	...	...	...	...	...	...	...	...	Kadur.
...	...	...	...	...	...	...	...	...	...	...	...	Shimoga.
...	...	...	...	...	...	...	...	...	...	...	...	Chitaldrug.
22 —	18 —	...	...	13 8	13 8	...	...	...	...	10 —	9 —	Coorg—
...	...	...	...	10 10	10 10	...	...	8 15	8 15	32 —	32 —	Coorg.
...	...	...	...	...	...	...	...	...	...	...	...	Aden.

\* Not sold.

FINANCE AND COMMERCE DEPARTMENT

February 9, 1899.

J. A. ROBERTSON,

Offg. Director-General of Statistics.

H. H. RISLEY,

Offg. Secretary to the Government of India.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST TO 29TH JANUARY, 1898, AND FROM 1ST TO 28TH JANUARY, 1899.**

N.B.—As regards the figures in column *Total Earnings from 1st January 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the first half of 1898.	WEEK ENDING 20TH JANUARY, 1898.				WEEK ENDING 28TH JANUARY, 1899.				Earnings from 1st to 29th January, 1898.	Earnings from 1st to 28th January, 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.													
Standard gauge—	R	Miles.	R	R	Miles.	R	R	R	R	R	R	R	R
East Indian . . . . .	604	1,740	12,04,911	692	1,745	12,41,000	711	50,53,176	48,60,000	...	1,93,176		
Bengal Central . . . . .	162	125	20,076	161	125	33,000	204	77,943	87,000	9,057	...		
Bengal-Nagpur . . . . .	181	862	1,40,584	163	1,186	1,80,000	157	5,60,293	6,70,000	1,15,707	...		
Indian Midland (including Bhopal-Itarsi) . . . . .	171	752	1,29,562	172	868	1,56,000	180	5,54,069	5,70,000	15,931	...		
Bezawada Extn. (East Coast State) . . . . .	191	21	3,431	163	21	2,700	129	14,116	9,900	...	4,216		
Madras-Ennūr sec. (Bezawada-Mad.) . . . . .	119	9	707	79	9	700	78	3,218	3,000	...	218		
Metre gauge—													
Rajputana-Malwa (inclgd. G.R.-Nagda) . . . . .	264	1,815	3,91,055	215	1,815	4,87,000	268	17,08,955	19,16,000	2,07,045	...		
Palampur-Deesa . . . . .	44	17	473	28	17	500	29	1,931	2,700	769	...		
South Indian . . . . .	161	1,042	1,50,666	145	1,023	1,45,000	142	6,07,258	5,52,000	...	55,258		
Mayavaram-Mutpet . . . . .	88	54	4,363	51	54	4,200	78	15,805	15,700	...	105		
Southern Mahratta (inclgd. G.M. Fron sec.) . . . . .	103	1,165	83,254	71	1,165	92,900	80	4,04,663	3,73,000	...	31,663		
Mysore section (Southern Mahratta) . . . . .	107	296	33,404	113	296	20,100	68	1,42,734	72,900	...	69,834		
Bengal and North-Western system . . . . .	162	827	1,54,074	186	928	1,42,000	153	5,52,748	5,24,000	...	28,748		
Lucknow-Barcelly . . . . .	106	231	26,176	113	231	22,900	99	95,005	86,200	...	8,805		
Assam-Bengal . . . . .	90	286	24,329	85	398	30,700	77	99,343	1,30,000	30,657	...		
Burma . . . . .	223	937	2,34,750	251	936	2,12,000	220	9,13,584	7,32,000	...	1,81,584		
TOTAL . . . . .	266	10,179	26,01,815	250	10,817	27,76,700	257	1,08,04,841	1,06,10,400	...	1,94,441		
State lines worked by the State.													
Standard gauge—													
North-Western (a) . . . . .	287	2,886	7,33,329	254	2,886	6,68,000	231	29,95,738	26,24,000	...	3,71,738		
Oudh and Rohilkhand (inclgd. the m. g. link) . . . . .	217	875	1,94,255	222	1,003	1,92,000	191	7,95,104	7,97,000	1,896	...		
Eastern Bengal (inclgd. metre & 2' 6") . . . . .	319	818	3,59,125	415	825	2,80,000	339	12,79,246	9,00,000	...	3,79,246		
East Coast (b) . . . . .	116	536	90,165	168	720	69,800	97	2,46,929	2,40,000	...	6,929		
Special gauges—													
Jorhat . . . . .	66	28	1,461	52	28	1,300	46	3,310	7,800	...	510		
Cherra-Companyganj . . . . .	20	...	(c)	...	8	500	63	(c)	2,200	2,200	...		
TOTAL . . . . .	261	5,143	13,58,335	264	5,470	12,11,600	221	53,25,327	46,37,000	...	6,88,327		
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system . . . . .	514	1,491	6,86,511	460	1,491	9,11,000	611	27,10,677	34,83,000	7,72,323	...		
Bombay, Baroda and Central India . . . . .	775	461	2,43,424	528	461	3,08,000	608	10,02,755	12,23,000	2,20,245	...		
Madras . . . . .	258	840	2,27,576	271	840	1,76,000	210	8,53,224	6,67,000	...	1,86,224		
TOTAL . . . . .	460	2,792	11,57,511	415	2,792	13,05,000	500	45,66,656	53,73,000	8,06,344	...		
TOTAL (GUARANTEED AND STATE) . . . . .	297	16,114	51,17,661	283	19,079	53,88,300	282	2,00,06,824	2,06,30,400	...	76,424		
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka . . . . .	217	162	62,682	387	162	23,900	148	1,98,640	1,00,000	...	98,640		
Tarkessur . . . . .	320	22	7,118	324	22	5,700	259	26,497	22,100	...	4,397		
Southern Punjab (Delhi-Samāsata) . . . . .	75	400	20,952	52	400	25,600	64	82,765	96,700	13,934	...		
Tapti Valley . . . . .	...	...	...	...	36	900	25	...	3,200	3,200	...		
Metre gauge—													
Mymensingh-Jamalpur-Jagannath-ganj . . . . .	...	...	...	...	33	1,000	30	...	3,700	3,700	...		
Rohilkund and Kumaon (Co.'s sec.) . . . . .	137	66	5,135	78	66	6,700	102	20,224	22,600	2,376	...		
Bengal Doonars . . . . .	106	36	5,691	158	36	2,400	67	16,114	10,600	...	5,514		
Dibru-Sadiya . . . . .	200	78	15,107	194	78	17,300	222	62,006	65,500	3,494	...		
Ahmedabad-Parantij . . . . .	59	55	2,633	48	55	2,900	53	10,362	13,000	2,638	...		
Special gauges—													
Darjeeling-Himalayan . . . . .	266	51	10,024	197	51	9,000	176	40,809	32,000	...	8,809		
Bārsi . . . . .	156	21	2,825	135	21	3,900	186	13,329	13,100	...	229		
TOTAL . . . . .	133	891	1,32,167	148	960	99,300	103	4,70,747	3,82,500	...	88,247		
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonā . . . . .	31	74	1,918	26	74	6,600	89	8,780	21,100	12,320	...		
Bhopal-Ujjain . . . . .	76	114	10,128	89	114	10,500	92	35,873	41,000	5,127	...		
Nagda-Ujjain . . . . .	86	35	1,901	54	34	1,900	56	6,642	6,700	58	...		
The Nizam's guaranteed state . . . . .	235	334	77,638	232	334	76,300	229	2,91,213	2,98,000	6,787	...		
The Gaekwar's Pettād . . . . .	70	13	212	16	13	700	54	1,561	3,100	1,539	...		
Rajpura-Bhatinda . . . . .	140	108	20,151	187	108	11,700	108	64,992	42,300	...	22,692		
Kolar Gold-fields . . . . .	408	10	3,843	384	10	3,300	330	14,182	13,300	...	882		
Metre gauge—													
Yesvantpur-Mysore Frontier section (inclgd. M.-Nanjangūd) . . . . .	71	66	3,701	56	66	2,400	36	18,158	10,600	...	7,558		
The Gaekwar's Mehsana . . . . .	51	93	5,772	62	93	6,300	68	23,718	23,100	...	618		
Kolhapur . . . . .	55	29	1,466	51	29	2,100	72	4,610	6,200	1,590	...		
Special gauges—													
The Gaekwar's Dabhoi . . . . .	58	79	3,111	39	79	3,300	42	11,923	12,400	477	...		
Rajpipla . . . . .	13	19	50	3	19	600	32	260	1,100	840	...		
Cooch Behar . . . . .	63	22	—337	—15	25	1,300	52	6,139	4,800	...	1,339		
TOTAL . . . . .	133	996	1,29,554	130	998	1,27,200	127	4,88,051	4,84,200	...	3,851		
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junāgad-Por-bandar . . . . .	126	334	32,452	97	334	35,600	107	1,32,394	1,30,000	...	2,394		
Jetalsar-Rajkot . . . . .	80	46	3,260	71	46	3,600	78	13,932	13,700	...	232		
Jamnagar . . . . .	38	54	1,355	25	54	1,900	35	7,008	7,300	232	...		
Dhrangadrā . . . . .	...	...	...	...	21	1,500	71	...	4,500	4,500	...		
Jodhpore-Bickaneer . . . . .	66	364	21,631	50	407	37,600	92	91,291	1,53,000	61,709	...		
Oddeypose-Chitor . . . . .	42	60	1,793	30	60	3,000	50	7,167	10,700	3,533	...		
Special gauge—													
Morvi . . . . .	82	94	6,288	67	94	7,400	79	25,285	28,100	2,815	...		
TOTAL . . . . .	86	952	60,770	70	1,010	90,600	89	2,77,137	3,47,300	70,163	...		
GRAND TOTAL . . . . .	273	20,953	54,40,161	260	22,053	57,00,400	258	2,19,32,759	2,18,34,400	...	98,359		

(a) Includes Jamnū and Kashmir and Hyderabad-Shadipalli ry.

(b) Includes Bezawada-Madras ry.

(c) Closed for traffic.

G. LUBBOCK, Lieut., R.E.,

Asstt. Secy. to the Govt. of India.

Calcutta, the 10th February, 1899.

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. XLII of 1898-99.

## STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April, 1898*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 29TH JANUARY, 1898.				WEEK ENDING 28TH JANUARY, 1899.				Earnings from 1st April, 1897, to 29th January, 1898.	Earnings from 1st April, 1898, to 28th January, 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open.		Total.	Per mile open.						
State lines worked by companies.													
Standard gauge—	R	Miles.	R	R	Miles.	R	R	R	R	R	R	R	R
East Indian	654	1,740	12,04,911	692	1,745	12,41,000	711	4,83,55,570	4,86,25,000	2,09,430	...	...	...
Bengal Central	183	125	20,076	161	125	33,000	264	9,80,469	8,41,000	...	1,45,469	...	...
Mal-Nagpur	139	802	1,40,584	163	1,186	1,86,000	157	48,25,566	55,30,000	7,04,434	...	...	...
San Midland (including Bhopal-Itarsi)	155	752	1,29,562	172	868	1,56,000	180	50,26,797	50,68,000	41,203	...	...	...
Bezawda extn. (East Coast State)	155	21	3,431	163	21	2,700	129	1,32,021	1,24,000	...	8,621	...	...
Madras-Ennūr sec. (Bezawda-Mad.)	135	9	707	79	9	700	78	48,896	33,500	...	15,396	...	...
Metre gauge—													
Rajputana-Malwa (inclgd. G.-R.-Nagda)	210	1,815	3,91,053	215	1,815	4,87,000	268	1,61,30,836	1,87,31,000	26,00,164	...	...	...
Palampur-Deesa	44	17	473	28	17	500	29	34,398	33,400	...	998	...	...
South Indian	106	1,042	1,50,606	145	1,023	1,45,000	142	76,14,806	70,00,000	...	6,08,806	...	...
Mayavaram-Mutpet	92	54	4,303	81	54	4,200	78	2,20,164	2,05,000	...	15,164	...	...
Southern Mahratta (inclgd. G.-M. Fron. sec.)	113	1,163	83,254	71	1,165	92,900	80	58,63,058	44,67,000	...	13,96,058	...	...
Mysore section (Southern Mahratta)	123	296	33,494	113	296	20,100	68	10,33,399	10,50,000	...	5,77,399	...	...
Bengal and North-Western system	147	827	1,54,074	186	928	1,42,000	133	50,77,354	52,45,000	1,67,646	...	...	...
Lucknow-Bareilly	81	231	26,170	113	231	22,900	99	7,07,089	8,39,000	1,31,941	...	...	...
Assam-Bengal	73	286	24,329	85	398	30,700	77	8,11,934	11,02,000	2,90,066	...	...	...
Burma	186	937	2,34,750	251	936	2,12,000	226	66,89,743	67,74,000	84,257	...	...	...
TOTAL	243	10,179	26,01,845	256	10,817	27,76,700	257	10,41,58,670	10,56,79,900	15,21,230	...	...	...
State lines worked by the State.													
Standard gauge—													
North Western (a)	236	2,886	7,33,329	254	2,886	6,68,000	231	2,85,39,432	3,05,30,000	19,90,568	...	...	...
Oudh and Rohilkhand (inclgd. the m.g. link)	195	875	1,94,255	222	1,003	1,92,000	191	72,45,642	82,15,000	9,69,358	...	...	...
Eastern Bengal (inclgd. metre & 2'6")	362	818	3,39,125	415	825	2,80,000	339	1,29,05,646	1,19,40,000	...	9,59,646	...	...
East Coast (b)	106	536	90,165	168	720	69,800	97	23,94,272	21,81,000	...	2,13,272	...	...
Special gauges—													
Jorhat	69	28	1,461	52	28	1,300	46	79,716	78,600	...	1,116	...	...
Cherra-Companyganj	44	...	(c)	...	8	500	63	(d) 4,257	(e) 5,400	1,143	...	...	...
TOTAL	235	5,143	13,58,335	264	5,470	12,11,600	221	5,11,68,965	5,29,56,000	17,87,035	...	...	...
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	381	1,491	6,56,511	460	1,491	9,11,000	611	2,28,99,446	2,87,51,000	58,51,554	...	...	...
Bombay, Baroda and Central India	586	461	2,43,424	528	461	3,08,000	668	1,16,85,042	1,34,45,000	17,59,358	...	...	...
Madras	261	840	2,27,570	271	840	1,76,000	210	95,30,246	87,18,000	...	8,12,246	...	...
TOTAL	379	2,792	11,57,511	415	2,792	13,95,000	500	4,41,15,334	5,09,14,000	67,98,666	...	...	...
TOTAL (GUARANTEED AND STATE)	262	18,114	51,17,661	283	19,079	53,83,300	282	19,94,42,969	20,95,49,900	1,01,06,931	...	...	...
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	207	162	62,682	387	162	23,900	148	14,41,580	12,06,000	...	2,35,580	...	...
Tarkessur	278	22	7,118	324	22	5,700	259	2,51,767	2,43,000	...	8,767	...	...
Southern Punjab (Delhi-Samastat)	42	400	20,952	52	400	25,600	64	(f) 1,86,407	12,19,000	10,32,593	...	...	...
Tapti Valley	...	...	...	...	36	900	25	...	(g) 5,900	5,900	...	...	...
Metre gauge—													
Mymensingh-Jamalpur-Jagannath-ganj	...	...	...	...	33	1,000	30	...	(h) 12,000	12,000	...	...	...
Rohilkund and Kumaon (Co.'s sec.)	121	66	5,135	78	66	6,700	102	3,45,071	3,94,000	48,929	...	...	...
Bengal Dooars	149	36	5,691	158	36	2,400	67	2,48,824	2,30,000	...	18,824	...	...
Dibru-Sadiya	198	78	15,107	194	78	17,300	222	6,53,773	6,61,000	7,227	...	...	...
Ahmedabad-Parantij	45	55	2,633	48	55	2,900	53	(i) 79,430	1,33,000	53,570	...	...	...
Special gauges—													
Darjeeling-Himalayan	274	51	10,024	197	51	9,000	176	6,29,358	6,26,000	...	3,358	...	...
Bārai	125	21	2,825	135	21	3,900	186	1,10,057	96,000	...	14,057	...	...
TOTAL	147	891	1,32,167	148	960	99,300	103	39,46,267	48,25,900	8,79,633	...	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonna	26	74	1,918	26	74	6,600	89	80,388	1,22,000	41,612	...	...	...
Bhopal-Ujjain	61	114	10,128	89	114	10,500	92	2,89,072	3,57,000	67,928	...	...	...
Nagda-Ujjain	60	35	1,901	54	34	1,900	56	84,026	1,02,000	17,974	...	...	...
The Nizam's guaranteed state	211	334	77,638	232	334	76,500	229	29,81,613	32,29,000	2,47,387	...	...	...
The Gaekwar's Petlad	84	13	212	16	13	700	54	53,668	48,100	...	5,568	...	...
Rajpura-Bhatinda	122	108	20,151	187	108	11,700	108	5,76,831	5,32,000	...	44,831	...	...
Kolar Gold-fields	402	10	3,843	384	10	3,300	330	1,71,045	1,60,000	...	5,045	...	...
Metre gauge—													
Yesvantpur-Mysore Frontier section (inclgd. M.-Nanjangud)	84	66	3,701	56	66	2,400	36	2,53,687	1,67,000	...	86,687	...	...
The Gaekwar's Mehsana	71	93	5,772	62	93	6,300	68	2,85,930	2,87,000	1,070	...	...	...
Kolhapur	57	29	1,466	51	29	2,100	72	72,914	66,100	...	6,814	...	...
Special gauges—													
The Gaekwar's Dabhoi	51	79	3,111	39	79	3,300	42	1,72,961	1,78,000	5,039	...	...	...
Rajpipla	11	19	50	3	19	600	32	5,965	9,500	3,535	...	...	...
Cooch Behar	54	22	—337	—15	25	1,300	52	49,061	55,500	6,239	...	...	...
TOTAL	120	996	1,29,554	130	998	1,27,200	127	50,77,161	53,19,000	2,41,839	...	...	...
Lines owned and worked by native states.													
Metre gauge—													
Bhāvnagar-Gondal-Junagad-Porbandar	97	334	32,452	97	334	35,600	107	14,10,115	14,15,000	4,885	...	...	...
Jetalpur-Rajkot	82	46	3,200	71	46	3,600	78	1,67,996	1,48,000	...	19,996	...	...
Jamnagar	38	34	1,355	25	34	1,900	35	(j) 91,544	88,600	...	2,944	...	...
Dhānādā	...	...	...	...	21	1,500	71	...	(k) 27,000	27,000	...	...	...
Jodhpore-Bikaner	62	364	21,631	59	407	37,600	92	9,73,793	12,02,000	2,28,207	...	...	...
Uddepore-Chitor	38	60	1,793	30	60	3,000	50	99,872	1,25,000	25,128	...	...	...
Special gauge—													
Morvi	83	94	6,288	67	94	7,400	79	3,59,357	3,31,000	...	28,357	...	...
TOTAL	75	952	66,779	70	1,016	90,600	89	31,02,677	33,37,200	2,34,523	...	...	...
GRAND TOTAL	243	20,953	54,46,161	260	22,053	57,00,400	258	21,15,69,074	22,30,32,000	1,14,63,926	...	...	...

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rrs.

(b) Includes Bezawda-Madras rry.

(c) Closed for traffic.

(d) From 1st April to 12th June, 1897.

(e) From 1st to 30th April, 1898, and from 1st to 28th January, 1899.

(f) From 10th November, 1897, to 30th January, 1898.

(g) From 1st December, 1898, to 28th January, 1899.

(h) From 15th October, 1898, to 28th January, 1899.

(i) From 1st May, 1897, to 29th January, 1898.

(j) From 8th April, 1897, to 29th January, 1898.

(k) From 1st June, 1898, to 28th January, 1899.

G. LUBBOCK, Lieut., R.E.,  
Asst. Secy. to the Govt. of India.







SUPPLEMENT TO  
**The Gazette of India.**

No. 7.} CALCUTTA, SATURDAY, FEBRUARY 18, 1899.

**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the week ending at 8 a.m. on  
Saturday, February 4th, 1899.**

Ordinary high pressure conditions obtained in Baluchistan and North-Western India at the commencement of the period under review, and weather was fine over the whole of that area. The pressure changes during the next two days were such as tended to accentuate these conditions, so that on the morning of the 31st a well marked anti-cyclone, in the central area of which pressure was two-tenths of an inch above the normal, overlay the whole of Baluchistan and North-Western and Central India. A brisk to rapid fall of pressure, however, occurred during the day in the central area of the anti-cyclone, which hence decreased considerably in intensity. The downward movement of the barometer continued during the next 24 hours in Baluchistan and North-Western India and a moderately deep cold weather depression formed in Upper Sind. The disturbance marched along the usual track of cold weather storms across Rajputana and filled up during the 3rd. Baluchistan obtained moderate general rain from the disturbance on the 2nd and 3rd and the North-West and Central Punjab light to moderate rain. Light to moderate snow fell in Kashmir and the interior ranges of the Punjab Himalayas on the 3rd. Weather improved rapidly in these areas during the 3rd, but only to become unsettled again on the 4th due to the formation of a fresh disturbance in Upper Sind similar in character to the previous.

Weather was settled throughout the week in the remainder of India with the exception of Bengal which was visited by a series of thunderstorms of moderate intensity on the afternoon of the last day of the preceding week.

The mean temperature conditions of the week approximated to the normal over a large part of the country. The only important features were a moderate



to considerable excess in North-Western India and a moderate deficiency in Assam and Orissa.

**Daily Summary.**—*Sunday, January 29th.*—Pressure had increased slightly to briskly in Rajputana, Central India, Berar, the Central Provinces and Chota Nagpur and fallen over the remainder of the Indian area. The fall was brisk in the submontane districts of North-Eastern India and slight elsewhere. Pressure was in moderate to considerable defect over the greater part of the Peninsula and approximately normal in Northern and Central India and Burma. Winds were generally from their normal cold-weather directions, but were lighter than usual on the Coromandel and Ceylon Coasts. The air was much drier than usual in North-Western and Western India. Skies were heavily clouded in Baluchistan and partially clouded in Southern India and Bengal. A series of thunderstorms of moderate intensity (in some cases with hail) had visited Chota Nagpur, South Bihar, South and East Bengal, Assam and Upper Burma. Temperature had increased in Mysore and Madras and fallen over the remainder of India. The variations of temperature from the normal were small and unimportant over by far the greater part of the country. Temperature was in considerable defect in Bihar, due chiefly to low day temperature and in moderate excess in Mysore due to high day temperature.

*Monday, January 30th.*—Pressure had decreased briskly to rapidly in Kashmir due to some local disturbance. Pressure had given way slightly in South India and Lower Burma and increased over the remainder of the country. The rise was brisk in Assam and East Bengal. The general pressure conditions differed little from the normal over the greater part of the country, the only important abnormal features being a slight to considerable deficiency in the southern half of the Peninsula and a slight to moderate excess in Upper India. Gradients were hence slightly above their normal strength. Winds were light and unsteady in Bengal. They had strengthened slightly in the Gangetic Plain and were also more westerly in direction than on the previous day. Skies were overcast in Kashmir and light snow had fallen in that area. Skies were heavily clouded in Ceylon and light rain had been received in that area. A rapid reduction of temperature had occurred in Bengal, Orissa and Chota Nagpur, and the mean temperature of the previous 24 hours was from  $2^{\circ}$  to  $3^{\circ}$  in defect of the normal in these areas. Temperature had on the other hand increased more or less rapidly in North-Western India, and was during the past day  $5^{\circ}$  above the normal in Sind and  $2^{\circ}$  in the Punjab. Temperature varied to no important extent from the normal in other districts.

*Tuesday, January 31st.*—Pressure had increased throughout the Indian area. The rise was rapid in Baluchistan, Kashmir and the Indus Valley, slight in Burma and North-Eastern India and brisk in the intervening area. Pressure continued slightly below the normal in South Madras and Ceylon, but exceeded the normal over the remainder of the country. The excess was large in Baluchistan and Upper India where it was most marked. Very strongly pronounced anti-cyclonic conditions hence obtained in India, the total range of pressure in that area being about a fifth of an inch greater than the normal. The wind circulation was of the usual cold-weather type. Unusually strong winds prevailed in Coorg, Mysore and the West Deccan, where gradients were steepest. Thus the velocity at 8 A.M. was at the rate of 36 miles per hour at Belgaum and 24 miles per hour at Mercara. The air was generally drier. Skies had cleared in Kashmir and were now serene over the whole of the country with the exception of the south of the Peninsula where they were slightly clouded. Light snow had fallen in Kashmir. A brisk to rapid rise of temperature had occurred in the North-Western Provinces, Rajputana, Gujarat, the West Coast, the Bombay Deccan and Chota Nagpur, and a slight fall in Berar, the Central Provinces and Southern India. The mean temperature of the previous 24 hours was in moderate defect in Bengal, Assam and Orissa, in considerable excess in North-Western India, the North-Western Provinces and the Madras Coast. The excess was exhibited more largely in the day than in the night temperature in the area of increased temperature. In the area of diminished temperature on the other hand the night temperature was more largely in defect than the day temperature.

*Wednesday, February 1st.*—Pressure was steady in the Peninsula and continued normal in Southern India and in slight excess in the Deccan. Pressure had given way over the remainder of the Indian area except locally in Kashmir where it had increased slightly to rapidly. The decrease was brisk in Baluchistan, the South Punjab and the North-Western Provinces and rapid in the North and East Punjab. The chief effect of these changes was to reduce considerably the excess of pressure prevailing in North-Western India and Baluchistan on the previous day. The air movement in the plains of India was similar in character to that of the previous day. Winds had strengthened rapidly in the Upper India hill districts and were blowing strongly from north. They were strongest in that area at Cherat where their velocity at 8 A.M. was at the rate of 40 miles per hour. The air was considerably drier in Upper India, more especially in the hill districts where humidity had fallen very rapidly with the prevalence of northerly winds. The percentage of humidity at 8 A.M. on this day was only 14 at Murree, 16 at Chakrata, 22 at Mussoorie and 23 at Simla. Cloud was commencing to form in Baluchistan. Skies were moderately clouded in Southern India and clear in the remainder of India. No rain had fallen anywhere beyond light local showers at Tinnevely and Darjeeling. Temperature had increased rapidly in Baluchistan and was 8° above the normal during the previous 24 hours. The distribution of temperature with respect to the normal was unchanged in India and Burma.

*Thursday, February 2nd.*—A rapid decrease of pressure had occurred in Baluchistan, Sind and the neighbouring districts of the Punjab and Rajputana, and a moderately deep depression in which pressure was upwards an eighth of an inch in defect of the normal had formed in Upper Sind. Pressure had increased briskly to rapidly in the submontane and hill districts of Northern India, North Bengal, Upper Assam and Upper Burma and was now in moderate to considerable excess. The barometric changes were small in the remainder of India and Burma and produced no important change in the relative distribution of pressure. Winds had under the influence of the depression in Upper Sind shifted round to cyclonic directions in the Punjab, North-West Rajputana, Lower Sind and Cutch and were intensifying rapidly on the Sind and Cutch coasts. Winds had diminished in strength in the hill districts and were now light and unsteady. The air was considerably damper in Baluchistan and North-Western and Central India. Skies were overcast in Baluchistan, the North Punjab and Kashmir, and were clouding over in the remainder of North-Western India. Light to moderate rain had fallen in Baluchistan. A further and very rapid rise of temperature had occurred in Baluchistan and a rapid rise in Sind and the Punjab. The mean temperature of the past day was 16° above the normal at Quetta, 8° in Sind, 4° in the Punjab and Rajputana and 3° in Gujarat and the West Coast. It was on the other hand from 2° to 3° below the normal in Burma, North-Eastern India and the North and West Deccan.

*Friday, February 3rd.*—Pressure had recovered rapidly to very rapidly in Baluchistan, Upper Sind, the West Punjab and West Rajputana, and the depression which lay in Upper Sind on the previous day had advanced into Central Rajputana and practically filled up. Pressure had given way slightly to briskly in Kashmir where conditions remained feebly disturbed. The barometric changes were small and unimportant in the remainder of India. Pressure was again in considerable to large excess in Baluchistan, Upper Sind and the North-West Punjab, in moderate excess in the Gangetic Plain and approximately normal elsewhere. Moderately strong north-west winds obtained in the North and Central Punjab. Winds were light and irregular in Northern and Central India where pressure was remarkably uniform. The air was much damper in the Punjab and the North-Western Provinces and considerably drier in Southern India and the South Deccan. Light to moderate rain had occurred in Baluchistan and the North and Central Punjab, but skies were now clearing in that area. Light to moderate snow had fallen in Kashmir and light snow in the interior of the Simla hills down to about 8,500 feet. A cool wave was affecting Baluchistan, Sind and the Punjab and causing a very rapid reduction of temperature.

*Saturday, February 4th.*—Pressure had increased locally in Kashmir and Southern India and had fallen over the remainder of the Indian region. The



fall was rapid to very rapid in Baluchistan, Upper Sind, the Punjab and the North-Western Provinces and brisk over the remainder of Northern and Central India and Upper Burma. Pressure was in moderate to considerable defect over the whole of North-Western India, the deficiency being greatest in Upper Sind where it was a tenth of an inch in amount. Pressure was approximately uniform in the Indian area and winds were generally light. Skies were more or less heavily clouded in Baluchistan and North-Western India, and there was a marked tendency to the formation of a cold-weather depression in Upper Sind. A very rapid rise of temperature had occurred in Baluchistan and a brisk rise in North-Western India and the mean temperature of the previous 24 hours was  $10^{\circ}$  higher than usual at Quetta,  $7^{\circ}$  in Rajputana,  $4^{\circ}$  in the Punjab, Gujarat and Central India and  $3^{\circ}$  in the North-Western Provinces. Temperature was on the other hand in large defect in Mysore and in moderate to considerable defect in Madras and Orissa. Elsewhere the departures from the normal temperature conditions were small.

**Temperature.**—The mean temperature conditions of the week differed to no large extent from the normal over a large part of the country. The only important features were a moderate to considerable excess in North-Western India and a moderate defect in Assam and Orissa. In all other districts the average mean temperature of the week was practically normal.

The mean temperature of India and Burma averaged  $0.1^{\circ}$  above the normal for the week and was hence practically normal.

The following table gives temperature variation data of the week:—

PROVINCE.	Variation from normal of mean temperature of 24 hours preceding 8 A.M. of date—							Mean variation of week.
	29th Janu-ary.	30th Janu-ary.	31st Janu-ary.	1st Febru-ary.	2nd Febru-ary.	3rd Febru-ary.	4th Febru-ary.	
Burma . . . . .	+0.3	+0.7	—0.4	—2.3	—2.5	—2.5	—0.4	—1.0
Assam . . . . .	—1.1	—0.6	—2.9	—2.4	—3.2	—1.8	—0.6	—1.8
Bengal . . . . .	+0.6	—2.2	—2.7	—2.0	—2.1	—1.8	—0.3	—1.5
Orissa . . . . .	+1.8	—1.8	—2.4	—2.5	—2.6	—3.7	—3.6	—2.1
Bihar . . . . .	—3.3	—2.1	—1.8	—0.5	—0.3	—0.1	—0.6	—1.2
Chota Nagpur . . . . .	+0.1	—3.0	—1.2	—0.1	—2.3	—2.9	—1.3	—1.5
North-Western Provinces and Oudh . . . . .	—0.4	—0.3	+2.2	+2.1	—0.2	+0.7	+2.7	+1.0
Punjab . . . . .	—0.6	+1.8	+2.3	+0.8	+4.1	+2.3	+3.6	+2.0
Sind . . . . .	+0.9	+4.9	+3.6	+4.4	+7.5	+4.0	+2.8	+4.0
Rajputana . . . . .	+1.3	+1.2	+4.4	+3.8	+3.7	+5.8	+6.5	+3.8
Gujarat . . . . .	—1.8	—0.2	+2.5	+2.1	+3.4	+3.6	+4.0	+1.9
Central India . . . . .	+0.6	—0.8	—1.0	+1.2	+0.3	+1.5	+4.0	+0.8
Central Provinces . . . . .	+1.5	—0.4	—1.8	—2.8	—2.4	—1.2	—1.4	—1.2
Berar . . . . .	+0.4	+1.3	—0.6	—2.9	—3.2	+1.4	+0.4	—0.5
West Coast . . . . .	—1.7	—1.1	+1.6	+3.6	+3.4	+2.9	+2.2	+1.6
Bombay Deccan . . . . .	—1.9	—1.7	+1.4	—0.4	—2.2	+0.2	—0.7	—0.8
Mysore . . . . .	+2.6	+0.9	—1.7	—2.3	—0.6	—3.2	—5.3	—1.4
Madras Coast . . . . .	—0.1	+1.5	+2.2	+0.9	—0.3	—1.2	—2.2	+0.1
Madras Deccan . . . . .	—0.1	+1.4	+0.4	—0.5	—0.6	—2.1	—3.0	—0.6
South India . . . . .	+1.0	+1.0	—0.6	—0.6	+0.6	—1.2	—2.9	—0.4
Mean for whole of India . . . . .	0	0	+0.2	0	0	0	+0.2	+0.1

**Rainfall.**—The precipitation during the week under review was confined to the following three areas:—

- (1) Bengal and Assam.
- (2) Baluchistan and the Punjab.
- (3) South Madras and Malabar.

The rainfall in the first of these areas was due to the occurrence of a series of thunderstorms on the afternoon of the last day of the previous week and

was fairly general, the whole of the province with the exception of Orissa, North Bengal and North Bihar obtaining light to moderate amounts. The total fall of the week in this area ranged from an average of 0·11 inch in Assam Brahmaputra, to 0·47 inch in Central Bengal, and exceeded the normal by very small amounts in Assam Surma, Central Bengal, Chota Nagpur and South Bihar.

In the second area the precipitation was due to the formation of a cold weather storm in Upper Sind and occurred on the last three days of the week. The total fall of the week was very slightly greater than the normal in Baluchistan, the North and West Punjab, and less than the small normal of the period in the Central and Submontane Punjab.

In Malabar and South Madras the rainfall was due to thunderstorms and was light and local.

The more noteworthy totals recorded during the week at individual rain-gauge stations were as follows :—

	Inches.
Agasteeswaram (Trivandrum) . . . . .	2·35
Gujranwala (Sudder Station) . . . . .	1·63
Jagadhri (Umballa) . . . . .	1·48
Rampur Hât (Birbhum) . . . . .	1·31

The rainfall of the week has made no important change in the chief features of the distribution of the seasonal rainfall beyond reducing to some extent the amount of deficiency in Baluchistan and parts of the Punjab.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING FEBRUARY 4TH, 1899.			RAINFALL DATA FROM JANUARY 1ST TO FEBRUARY 4TH, 1899.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, January 1st to February 4th, 1899.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA . . .	1. Tenasserim . . .	0	0'03	-0'03	0	0'03	- 100
	2. Lower Burma Deltaic . . .	0	0'15	-0'15	0	0'21	- 100
	3. Central do. . .	0	0'08	-0'08	0	0'11	- 100
	4. Upper do. . .	0'03	0'02	+0'01	0'12	0'17	- 29
	5. Arakan . . .	0	0'07	-0'07	0	0'12	- 100
	6. Eastern Bengal . . .	0'19	0'21	-0'02	1'25	0'73	+ 71
BENGAL AND ASSAM	7. Assam Surma . . .	0'39	0'31	+0'08	0'95	0'93	+ 2
	8. Do. Hills . . .	0'19	0'26	-0'07	0'88	1'02	- 14
	9. Do. Brahmaputra . . .	0'11	0'24	-0'13	0'84	1'12	- 25
	10. Deltaic Bengal . . .	0'19	0'19	0	0'90	0'62	+ 45
	11. Central do. . .	0'47	0'13	+0'34	1'02	0'52	+ 212
	12. North do. . .	0'02	0'19	-0'17	0'73	0'58	+ 26
	13. Bengal Hills . . .	0'29	0'33	-0'04	1'04	1'00	+ 64
	14. Orissa . . .	0	0'19	-0'19	0'04	0'48	- 92
	15. Chota Nagpur . . .	0'29	0'10	+0'13	1'02	0'74	+ 38
	16. South Bihar . . .	0'24	0'15	+0'09	1'88	0'71	+ 105
NORTH-WESTERN PROVINCES AND OUDEH.	17. North do. . .	0	0'13	-0'13	1'12	0'69	+ 62
	18. North-Western Provin- ces East . . .	0	0'11	-0'11	1'11	0'64	+ 73
	19. South Oudh . . .	0	0'08	-0'08	0'87	0'77	+ 13
	20. North do. . .	0	0'15	-0'15	0'80	0'88	- 9
	21. North-Western Provin- ces Central . . .	0	0'07	-0'07	0'22	0'60	- 63
	22. North-Western Provin- ces West . . .	0	0'13	-0'13	0'06	0'63	- 90
	23. North-Western Provin- ces East Submon- tane . . .	0	0'09	-0'09	1'00	0'60	+ 67
	24. North-Western Provin- ces West Submon- tane . . .	0	0'37	-0'37	0'33	1'49	- 78
	25. North-Western Provin- ces Hills . . .	0	0'67	-0'67	1'20	2'58	- 53
	26. South-East Punjab . . .	0	0'23	-0'23	0'02	0'82	- 93
PUNJAB . . .	27. South do. . .	0	0'14	-0'14	0	0'74	- 100
	28. Central do. . .	0'20	0'32	-0'12	0'31	1'36	- 77
	29. Punjab Submontane . . .	0'15	0'38	-0'23	0'15	1'64	- 85
	30. Do. Hills . . .	0'03	0'81	-0'78	0'79	3'40	- 77
	31. North Punjab . . .	0'56	0'44	+0'12	0'57	1'97	- 71
	32. West do. . .	0'17	0'15	+0'02	0'17	0'55	- 69
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS)	33. Malabar . . .	0'10	0'09	+0'07	0'23	0'36	- 36
	34. Madras South-Central . . .	0	0'01	-0'01	0	0'23	- 100
	35. Coorg . . .	0	0'04	-0'04	0	0'31	- 100
	36. Mysore . . .	0	0'01	-0'01	0	0'08	- 100
	37. Konkan . . .	0	0	0	0	0'12	- 100
	38. Bombay Deccan . . .	0	0	0	0	0'07	- 100
CENTRAL PROV- INCES AND BERAR	39. Hyderabad North . . .	...	...	...	...	...	...
	40. Knandesh . . .	0	0	0	0	0'11	- 100
	41. Berar . . .	0	0'01	-0'01	0	0'32	- 100
	42. Central Provinces West . . .	0	0'08	-0'08	0	0'52	- 100
	43. Central Provinces Cen- tral . . .	0	0'13	-0'13	0'02	0'63	- 97
	44. Central Provinces East . . .	0	0'17	-0'17	0'02	0'57	- 96
BOMBAY (NORTH)	45. Gujarat . . .	0	0	0	0	0'07	- 100
	46. Kathiawar . . .	0	0'03	-0'03	0	0'03	- 100
	47. Sind . . .	0	0'18	-0'18	0	0'46	- 100
	48. Baluchistan Hills . . .	0'62	0'58	+0'04	0'62	2'34	- 74
RAJPUTANA AND CENTRAL INDIA.	49. Central India East . . .	0	0'04	-0'04	0'11	0'46	- 76
	50. Rajputana East, Cen- tral India West . . .	0	0'03	-0'03	0	0'25	- 100
	51. West Rajputana . . .	0	0'05	-0'05	0	0'32	- 100
	52. East Coast North . . .	0'02	0'02	0	0'04	0'20	- 80
MADRAS . . .	52-A. Do. do. (a) . . .	0	0	0	0	0'09	- 100
	53. Hyderabad South . . .	0	0'08	-0'08	0	0'20	- 100
	54. Madras Central . . .	0	0'01	-0'01	0	0'06	- 100
	55. East Coast Central . . .	0	0'04	-0'04	0'01	0'41	- 98
	56. Do. South . . .	0	0'14	-0'14	0'21	0'02	- 66
	57. Madras South . . .	0'13	0'11	+0'02	0'40	0'71	- 44

HEM RAJ,

Offg. Asst. Meteorological Reporter  
to the Government of India.

SIMLA, the 9th February 1899.

T. W. HOLDERNESS,

Secretary to the Government of India.

GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 11th February.*—Some rain fell in the southern districts, Coimbatore and South Arcot. The water-supply is generally sufficient. Some sowings under irrigation are being made. The standing crops are generally in fair condition. The harvest is yielding almost the normal outturn. Pasturage is scarce, but fodder is generally sufficient. Prices are almost stationary in the Circars and the southern districts and are falling elsewhere.

**Bombay.**—*For week ending 15th February.*—Slight rain fell in parts of Shikarpur, Khandesh, Sholapur and Dharwar. The standing crops have been damaged by frost in parts of Sind, by white ants in one taluka of Thar and Parkar, by rats in one of Bijapur and by drought in one of the Upper Sind Frontier, and one of Poona. The reaping of the late crops is progressing in thirteen and preparations for next season are being made in seven districts. Cotton-picking continues in parts of Gujarat and Kathiawar. Fodder is sufficient except in parts of Sind. Agricultural stock is healthy except in parts of two districts. Prices have risen in six and fallen in four districts.

**Bengal.**—*For week ending 13th February.*—Rain fell generally in Bihar and in some parts of Bengal Proper and Chota Nagpur during the week. The rain is reported to have been generally beneficial, but in Shahabad and Monghyr, where it was accompanied by hail, some damage has been done to the spring crops. These crops are maturing and some are being harvested. The pressing of sugarcane is still proceeding. The general prospects of the poppy crop in Bihar are favourable except in the Siwan Sub-Agency, where considerable damage is reported to have been done by blight. The transplantation of spring rice is still going on, and the ploughing for autumn rice and jute is in progress. Cattle are generally in good condition. No important change is reported in the price of common rice.

**North-Western Provinces and Oudh.**—*For week ending 15th February.*—The rainfall during the week has been almost general: it was accompanied in parts by hail which, however, has done little or no damage. The standing crops have been benefited by the rain and are thriving. Pressing of sugarcane continues. Prospects are favourable. Markets are well supplied. Fodder is sufficient. Prices are stationary or rising.

**Punjab.**—*For week ending 15th February.*—Rain has fallen during the week in Ferozepore, Multan, Sialkot, Shahpur, Rawalpindi, Peshawar and Dera Ismail Khan; but more is wanted urgently in most districts. Sugarcane-pressing continues in some districts. The standing crops are being irrigated and are generally reported to be in good condition: their prospects have been improved by the recent rain. The crops on unirrigated areas are suffering from drought in Delhi. Crops have been damaged by caterpillars in parts of Ferozepore. Cattle are generally in good condition. Fodder is said to be sufficient in all districts, except in Delhi, Umballa and Shahpur. Prices, especially of wheat, are rising in Delhi and Dera Ismail Khan, falling in Umballa, Jullundur, Sialkot, Rawalpindi and Peshawar and are unchanged elsewhere. Wheat is selling from 15 to 20½, gram 20½ to 24, barley 32, bulrush millet 19 to 24, maize 25 to 32, great millet 25, and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 14th February.*—The weather is occasionally cloudy, the nights and mornings being cool and pleasant, but the



days are gradually growing warm. Slight showers of rain fell during the week in almost every district of the Provinces and may benefit the late sowings in Mandla, but in Hoshangabad and Betul the rain has done some damage to the standing crops. The prospects of the winter crops are fair to good in all districts, except in Hoshangabad, Saugor and the northern half of Damoh, where they are poor to gloomy. Hail storms have damaged the standing crops in parts of Seoni and Saugor; the damage in the Saugor and Khurai tahsils in the latter district being considerable. Some damage through blight is also reported from Betul and through the recent cloudy weather from Bhandara. The reaping and threshing of the autumn crops have almost been completed. Pressing of sugarcane continues. The reaping of winter crops has begun. Employment for agricultural labour is still scarce in Damoh. Prices are rising slowly. The cheapest prices are—wheat 18, gram 30, rice 24, and *juar* 29 seers per rupee. The dearest prices are—wheat 11, gram 14, rice 11, and *juar* 20 seers per rupee.

**Burma.**—*For week ending 11th February.*—In Lower Burma threshing and winnowing operations are approaching completion everywhere. In Upper Burma prospects of the standing crops continue generally favourable. The price of paddy has risen slightly in Rangoon, Thongwa, Henzada, Amherst, and Shwebo; considerably in Bassein and Mandalay; whilst it has fallen slightly in Prome and Thayetmyo. Prices are stationary elsewhere.

**Assam.**—*For week ending 14th February.*—Slight rain is reported to have fallen in almost all districts. Gathering of mustard and pulses, pruning of tea and pressing of sugarcane are in progress. Prospects of the sugarcane, mustard and pulse crops are generally good. Land is under preparation for the sowing of early rice. Fodder is scarce in Cachar, the Naga, Khasi and Jaintia Hills and in parts of Sylhet. Water is insufficient in the Khasi and Jaintia Hills and in parts of Sylhet. Prices—common rice, Silchar 15 to 15½, Dhubri and Gauhati 16, Tezpur and Sibsagar 13, and Nowgong 15 seers per rupee.

**Mysore and Coorg.**—*For week ending 15th February.*—**MYSORE:** Prospects are fair. Paddy has been harvested in parts of Bangalore, Kolar, Tumkur, and Mysore. Prices have risen slightly in Bangalore and Mysore and fallen in Kolar, Hassan, Kadur, and Chitaldrug.

**COORG:** Rainfall '95. The threshing of rice and coffee-picking continue. Water and fodder for cattle are sufficient. Prices of food-grains are stationary.

**Berar and Hyderabad.**—*For week ending 15th February.*—**BERAR:** The weather is cool with occasional clouds. Harvesting of the winter crops continues. Land is being prepared for the ensuing rain crops. Fodder is reported to be insufficient in the Murtizapur taluka. A scarcity of water prevails in parts of the Akola and Amraoti districts. Prices are almost stationary.

**HYDERABAD:** No rain fell during the week. The sowing of winter rice continues. Prices are almost stationary. Prices—wheat 9½, coarse rice 10½ and *jowari* 21¾ seers per current sicca rupee.

**Central India.**—*For week ending 15th February.*—Slight rain fell in Bundelkhand during the week. Agricultural operations have been completed in Bundelkhand and are in progress elsewhere. The standing crops have been damaged by frost in Gwalior, Bundelkhand, Baghelkhand and Malwa. Agricultural stock and pasturage are in good condition. Prices have fallen slightly but are still above the normal in Bundelkhand and normal elsewhere. The condition of opium is good in Gwalior and Bhopal and fair in Malwa.

**Rajputana.**—*For week ending 15th February.*—Slight rain fell in Dholepur and showers in three tehsils of Ulwar, but none elsewhere. Irrigation of crops continues. The state of the crops is generally good, but they have been slightly damaged by frost in a few villages of Ajmere. Wheat is suffer-

ing from blight in Kotab. Cattle are generally in good condition. Fodder is still scarce in parts of Sirohi, Marwar, Kherwara, Meywar, Haraoti, Ajmere, Jeypore, and Bikaner. Prices are rising in four States, falling in Meywar and steady elsewhere. Emigration from the distressed Ajmere villages and from Merwara continues: 170 persons emigrated during the week. The total emigration up to date amounts to 4,084 persons. The numbers employed on relief works were—3,440 in Merwara and 1,049 in Marwar. Prices—Ajmere 20, Beawar 22, and Marwar  $14\frac{1}{2}$  seers per rupee.

**Kashmir.**—*For week ending 14th February.*—The weather is snowy and cloudy. Prices continue below normal. The price of rice is 27 seers per rupee.

**JAMMU PROVINCE:**—*For week ending 15th February.*—Slight rain fell during the week. The condition of the standing crops is generally fair. Fodder is sufficient. Prices are generally stationary.

**Nepal.**—*For week ending 11th February.*—Rainfall 0'49. Prospects of the wheat crop are good. The price of rice is  $8\frac{1}{2}$  seers per rupee.

T. W. HOLDERNESS,  
*Secretary to the Government of India.*



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 5TH FEBRUARY, 1898, AND FROM 1ST JANUARY TO 4TH FEBRUARY, 1899.**

*N.B.*—As regards the figures in column *Total Earnings from 1st January 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the first half of 1898.	WEEK ENDING 5TH FEBRUARY, 1898.				WEEK ENDING 4TH FEBRUARY, 1899.				Earnings from 1st January to 5th February, 1898.	Earnings from 1st January to 4th February, 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.													
Standard gauge—	R	Miles.	R	R	Miles.	R	R	R	R	R	R	R	R
East Indian . . . . .	694	1,740	12,35,530	719	1,745	13,13,000	752	62,88,696	61,73,000	...	1,15,696		
Bengal Central . . . . .	162	125	29,733	238	125	19,100	153	1,07,676	1,05,000	...	2,676		
Bengal-Nagpur . . . . .	181	862	1,50,357	174	1,186	1,89,000	159	7,10,650	8,65,000	1,54,350	...		
Indian Midland (including Bhopal-Itarsi) . . . . .	171	752	1,22,131	162	868	1,46,000	168	6,76,200	7,16,000	39,800	...		
Bezwada Extn. (East Coast State) . . . . .	191	21	3,056	146	21	3,300	157	17,172	13,200	...	3,972		
Madras-Ennūr sec. (Bezwada-Mad.) . . . . .	119	9	818	91	9	700	78	4,036	3,700	...	336		
Metre gauge—													
Rajputana-Malwa (inclgd. G.-R.-Nagda) . . . . .	264	1,815	4,27,134	235	1,815	4,97,000	274	21,36,089	24,13,000	2,76,911	...		
Palampur-Deesa . . . . .	44	17	388	23	17	500	29	2,319	3,200	881	...		
South Indian . . . . .	161	1,042	1,52,310	146	1,023	1,42,000	139	7,59,568	7,00,000	...	59,568		
Mayavaram-Mutpet . . . . .	88	54	4,490	83	54	3,800	70	29,295	19,600	...	9,695		
Southern Mahratta (inclgd. G.-M. Fron. sec.) . . . . .	103	1,165	92,521	79	1,165	1,04,000	89	4,97,184	4,77,000	...	20,184		
Mysore section (Southern Mahratta) . . . . .	107	296	31,228	106	296	22,300	75	1,73,962	95,300	...	78,662		
Bengal and North-Western system . . . . .	162	827	1,35,325	164	928	1,55,000	167	6,88,073	6,78,000	...	10,073		
Lucknow-Bareilly . . . . .	106	231	23,076	100	231	26,000	113	1,18,081	1,12,000	...	6,081		
Assam-Bengal . . . . .	90	286	21,736	76	398	33,000	80	1,21,079	1,62,000	40,921	...		
Burma . . . . .	223	936	2,37,164	253	936	1,99,000	213	11,50,748	9,31,000	...	2,19,748		
TOTAL . . . . .	266	10,178	26,06,987	202	10,817	28,52,700	204	1,34,71,828	1,34,68,000	...	3,828		
State lines worked by the State.													
Standard gauge—													
North-Western (a) . . . . .	287	2,886	8,32,278	288	2,886	7,40,000	256	38,34,298	33,64,000	...	4,70,298		
Oudh and Rohilkhand (inclgd. the m. g. link) . . . . .	217	875	1,88,008	215	1,013	2,09,000	206	9,83,112	10,06,000	22,888	...		
Eastern Bengal (inclgd. metre & 2' 6") . . . . .	210	818	2,96,282	362	825	2,37,000	287	15,75,528	12,94,000	...	3,71,528		
East Coast (b) . . . . .	116	536	57,721	108	720	63,100	88	3,94,650	3,03,000	...	1,050		
Special gauges—													
Jorhat . . . . .	66	28	1,300	46	28	1,900	68	9,610	9,700	90	...		
Cherra-Companyganj . . . . .	20	...	(c)	...	8	400	50	(c)	2,600	2,600	...		
TOTAL . . . . .	261	5,443	13,75,589	267	5,480	12,51,400	228	67,07,198	58,89,300	...	8,17,898		
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system . . . . .	514	1,491	7,11,795	477	1,491	9,26,000	621	34,22,472	43,99,000	9,76,528	...		
Bombay, Baroda and Central India . . . . .	775	461	2,54,204	551	461	3,27,000	709	12,56,959	15,50,000	2,93,041	...		
Madras . . . . .	258	840	2,03,689	242	840	1,73,000	206	10,56,913	8,50,000	...	2,06,913		
TOTAL . . . . .	480	2,792	11,69,688	419	2,792	14,26,000	511	57,36,344	67,99,000	10,62,656	...		
TOTAL (GUARANTEED AND STATE) . . . . .	297	18,113	52,12,264	288	19,089	55,30,100	290	2,59,15,370	2,61,56,300	2,40,930	...		
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka . . . . .	217	162	35,027	216	162	23,600	146	2,33,667	1,24,000	...	1,09,667		
Tarakesur . . . . .	320	22	7,519	342	22	6,200	282	34,016	28,300	...	5,716		
Southern Punjab (Delhi-Samāsata) . . . . .	75	400	14,183	35	400	21,800	55	97,001	1,18,000	20,999	...		
Tapti Valley . . . . .	...	...	...	...	36	1,200	33	...	4,400	4,400	...		
Metre gauge—													
Mymensingh-Jamalpur-Jagannath-ganj . . . . .	...	...	...	...	33	1,000	30	...	4,800	4,800	...		
Rohilkund and Kumaon (Co.'s sec.) . . . . .	137	66	4,874	74	66	5,200	79	25,098	27,800	2,702	...		
Bengal Doonars . . . . .	106	36	2,495	69	36	2,500	69	18,609	13,200	...	5,409		
Dibru-Sadiya . . . . .	200	78	13,537	174	78	14,300	183	75,543	79,800	4,257	...		
Ahmedabad-Parāntij . . . . .	59	55	2,207	41	55	3,000	55	12,629	16,000	3,371	...		
Special gauges—													
Darjeeling-Himalayan . . . . .	266	51	9,142	179	51	10,000	196	49,951	42,000	...	7,951		
Bārsi . . . . .	156	21	2,933	140	21	3,600	171	16,262	16,700	438	...		
TOTAL . . . . .	135	891	91,977	103	960	92,400	96	5,62,776	4,75,000	...	87,776		
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonā . . . . .	31	74	2,688	36	74	6,200	84	11,468	27,200	15,732	...		
Bhopal-Ujjain . . . . .	76	114	8,487	74	114	12,800	112	44,360	53,800	9,440	...		
Nagda-Ujjain . . . . .	86	35	2,955	84	34	1,800	53	9,597	8,600	...	997		
The Nizam's guaranteed state . . . . .	235	334	75,760	227	334	93,300	279	3,66,073	3,71,000	4,027	...		
The Gaekwar's Petlād . . . . .	70	13	344	26	13	800	62	1,903	3,900	1,995	...		
Rajpura-Bhatinda . . . . .	140	108	12,280	114	108	9,900	92	76,499	52,300	...	24,199		
Kolar Gold-fields . . . . .	408	10	3,339	334	10	3,490	340	17,521	17,200	...	321		
Metre gauge—													
Yesvantpur-Mysore Frontier secti (inclgd. M.-Nanjangūd) . . . . .	71	66	4,129	63	66	2,700	41	22,287	13,400	...	8,887		
The Gaekwar's Mehsana . . . . .	81	93	6,292	68	93	6,100	66	30,010	29,300	...	710		
Kolhapur . . . . .	55	29	1,350	47	29	2,000	69	5,950	8,400	2,440	...		
Special gauges—													
The Gaekwar's Dabhoi . . . . .	58	79	3,705	47	79	4,200	53	15,628	16,600	972	...		
Rajpipla . . . . .	13	19	70	4	19	500	26	330	1,600	1,270	...		
Cooch Behar . . . . .	63	22	1,126	51	25	1,500	60	7,265	6,300	...	965		
TOTAL . . . . .	133	996	1,22,525	123	998	1,45,200	145	6,09,803	6,09,600	...	203		
Lines owned and worked by native states.													
Metre gauge—													
Bhāvnagar-Gondal-Junāgad-Porbandar . . . . .	126	334	39,955	93	334	38,000	114	1,63,349	1,68,000	4,651	...		
Jetalsar-Rājkot . . . . .	80	46	3,727	81	46	3,100	67	17,059	16,800	...	259		
Jamnagar . . . . .	38	54	1,729	32	54	2,200	41	8,797	9,500	703	...		
Dhrāngadā . . . . .	...	...	...	...	21	1,300	62	...	5,800	...	...		
Jodhpore-Bikaner . . . . .	66	364	24,540	67	407	40,700	100	1,15,831	1,93,000	77,169	...		
Oodeypore-Chitor . . . . .	42	60	1,953	33	60	2,600	43	9,120	13,400	4,280	...		
Special gauge—													
Morvi . . . . .	82	94	6,285	67	94	7,600	81	31,570	35,800	4,230	...		
TOTAL . . . . .	86	952	69,189	73	1,016	95,500	94	3,49,326	4,42,300	92,974	...		
GRAND TOTAL . . . . .	273	20,952	54,05,955	262	22,063	58,63,200	266	2,74,34,275	2,76,83,200	2,48,025	...		

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli ry.

(b) Includes Barwada-Madras ry.

(c) Closed for traffic.

W. J. McELHINNY, Capt., R.E.,

Offg. Under Secy. to the Govt. of India.

Calcutta, the 17th February, 1899.

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. XLIII of 1898-99.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April, 1898*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 5TH FEBRUARY, 1898.				WEEK ENDING 4TH FEBRUARY, 1899.				Earnings from 1st April, 1897, to 5th February, 1898.	Earnings from 1st April, 1898, to 4th February, 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open.		Total.	Per mile open.						
State lines worked by companies.													
Standard gauge—													
East Indian . . . . .	654	1,740	12,35,520	710	1,745	13,13,000	752	4,95,91,090	5,00,46,000	4,54,910	...	...	
Bengal Central . . . . .	183	125	29,733	238	125	19,100	153	10,16,202	8,61,000	...	1,55,202	...	
Bengal-Nagpur . . . . .	139	862	1,50,357	174	1,186	1,89,000	159	49,75,923	57,28,000	7,52,077	...	...	
Indian Midland (including Bhopal-Itarsi) . . . . .	155	752	1,22,131	162	868	1,46,000	168	51,48,928	52,47,000	98,072	...	...	
Bezwada extn. (East Coast State) . . . . .	155	21	3,056	146	21	3,300	157	1,35,677	1,28,000	...	7,677	...	
Madras-Ennūr sec. (Bezwada-Mad.) . . . . .	135	9	818	91	9	700	78	49,714	34,200	...	15,514	...	
Metre gauge—													
Rajputana-Malwa (inclgd. G.-R.-Nagda) . . . . .	210	1,815	4,27,134	235	1,815	4,97,000	274	1,65,57,970	1,92,53,000	26,95,030	...	...	
Pālanpur-Deesa . . . . .	44	17	388	23	17	500	29	34,786	34,000	...	786	...	
South Indian . . . . .	166	1,042	1,52,310	146	1,023	1,42,000	139	77,67,116	71,53,000	...	6,14,116	...	
Mayavaram-Mutpet . . . . .	92	54	4,490	83	54	3,800	70	2,24,654	2,09,000	...	15,654	...	
Southern Mahratta (inclgd. G.-M.-Fron. sec.) . . . . .	113	1,165	92,521	79	1,165	1,04,000	89	59,55,579	45,67,000	...	13,88,579	...	
Mysore section (Southern Mahratta) . . . . .	123	296	31,228	106	296	22,300	75	10,64,627	10,78,000	...	5,86,627	...	
Bengal and North-Western system . . . . .	147	827	1,35,325	164	928	1,55,000	167	52,12,679	54,00,000	1,87,321	...	...	
Lucknow-Bareilly . . . . .	81	231	23,076	100	231	20,000	113	7,30,135	8,67,000	1,36,865	...	...	
Assam-Bengal . . . . .	73	286	21,726	76	398	32,000	80	8,33,070	11,34,000	3,00,330	...	...	
Burma . . . . .	180	936	2,37,164	253	936	1,99,000	213	69,26,007	69,76,000	49,933	...	...	
TOTAL	243	10,178	26,60,987	262	10,817	28,52,700	264	10,68,25,637	10,87,15,200	18,89,543	...	...	
State lines worked by the State.													
Standard gauge—													
North Western (a) . . . . .	236	2,886	8,32,278	288	2,886	7,40,000	256	2,93,77,992	3,12,70,000	18,92,008	...	...	
Oudh and Rohilkhand (inclgd. the m.g. link) . . . . .	195	875	1,88,008	215	1,013	2,09,000	206	74,33,650	84,19,000	9,85,350	...	...	
Eastern Bengal (inclgd. metre & 2'6") . . . . .	362	818	2,96,282	362	825	2,37,000	287	1,32,01,928	1,21,93,000	...	10,08,928	...	
East Coast (b) . . . . .	166	536	57,721	108	720	63,100	88	24,51,993	22,44,000	...	2,07,993	...	
Special gauges—													
Jorhat . . . . .	69	28	1,300	46	28	1,900	68	81,016	80,500	...	516	...	
Cherra-Companyganj . . . . .	44	...	(c) ...	...	8	400	50	(d) 4,257	(e) 3,800	...	457	...	
TOTAL	235	5,143	13,75,589	267	5,480	12,51,400	228	5,25,50,836	5,42,10,300	16,59,404	...	...	
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system . . . . .	381	1,491	7,11,795	477	1,491	9,26,000	621	2,36,11,241	2,96,66,000	60,54,759	...	...	
Bombay, Baroda and Central India . . . . .	586	461	2,54,204	551	461	3,27,000	709	1,19,39,846	1,38,02,000	18,62,154	...	...	
Madras . . . . .	261	840	2,03,659	242	840	1,73,000	206	97,33,935	88,91,000	...	8,42,935	...	
TOTAL	379	2,792	11,69,688	419	2,792	14,26,000	511	4,52,85,022	5,23,59,000	70,73,978	...	...	
TOTAL (GUARANTEED AND STATE) . . . . .	262	18,113	52,12,264	288	19,089	55,30,100	290	20,46,61,515	21,52,84,500	1,06,22,985	...	...	
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka . . . . .	207	162	35,027	216	162	23,600	146	14,76,607	12,30,000	...	2,46,607	...	
Tarkessur . . . . .	278	22	7,519	342	22	0,200	282	2,59,286	2,48,000	...	11,286	...	
Southern Punjab (Delhi-Samāsata) . . . . .	42	400	14,183	35	400	21,800	55	(f) 2,00,642	12,41,000	10,40,358	...	...	
Tapti Valley . . . . .	...	...	...	...	36	1,200	33	...	(g) 7,200	7,200	...	...	
Metre gauge—													
Mymensingh-Jamalur-Jagannath-ganj . . . . .	...	...	...	...	33	1,000	30	...	(h) 13,100	13,100	...	...	
Ronilkund and Kumaon (Co.'s sec.) . . . . .	121	66	4,874	74	66	5,200	79	3,49,945	4,00,000	50,055	...	...	
Bengal Dooars . . . . .	149	36	2,495	69	36	2,500	69	2,51,319	2,33,000	...	18,319	...	
Dibru-Sadiya . . . . .	198	78	13,537	174	78	14,300	183	6,67,310	6,70,000	8,690	...	...	
Ahmedabad-Parāntij . . . . .	45	55	2,267	41	55	3,000	55	(i) 81,697	1,36,000	54,303	...	...	
Special gauges—													
Darjeeling-Himalayan . . . . .	274	51	9,142	179	51	10,000	196	6,38,500	6,36,000	...	2,500	...	
Bārsi . . . . .	125	21	2,933	140	21	3,600	171	1,12,990	99,600	...	13,390	...	
TOTAL	147	891	91,977	103	960	92,400	90	40,38,290	49,19,900	8,81,604	...	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonā . . . . .	26	74	2,688	36	74	6,200	84	83,076	1,28,000	44,924	...	...	
Bhopal-Ujjain . . . . .	61	114	8,487	74	114	12,800	112	2,97,559	3,66,000	68,441	...	...	
Nagda-Ujjain . . . . .	60	35	2,955	84	34	1,800	53	80,981	1,04,000	17,019	...	...	
The Nizam's guaranteed state . . . . .	211	334	75,760	227	334	93,300	279	30,57,373	33,15,000	2,57,627	...	...	
The Gaekwar's Petlād . . . . .	84	13	344	26	13	800	62	54,012	49,100	...	4,912	...	
Rājputra-Bhātinda . . . . .	122	108	12,280	114	108	9,900	92	5,88,338	5,42,000	...	46,338	...	
Kolar Gold-fields . . . . .	402	10	3,339	334	10	3,400	340	1,74,384	1,69,000	...	5,384	...	
Metre gauge—													
Yesvantpur-Mysore Frontier section (inclgd. M.-Nanjangūd) . . . . .	84	66	4,129	63	66	2,700	41	2,57,816	1,69,000	...	88,816	...	
The Gaekwar's Mehsāna . . . . .	71	93	6,292	68	93	6,100	66	2,92,222	2,95,000	2,778	...	...	
Kolhapur . . . . .	57	29	1,350	47	29	2,000	69	74,264	67,700	...	6,564	...	
Special gauges—													
The Gaekwar's Dabhoi . . . . .	51	79	3,705	47	79	4,200	53	1,76,666	1,82,000	5,334	...	...	
Rajpipla . . . . .	11	19	70	4	19	500	26	6,035	9,900	3,805	...	...	
Cooch Behar . . . . .	54	22	1,126	51	25	1,500	60	50,187	50,000	6,413	...	...	
TOTAL	120	996	1,22,525	123	998	1,45,200	145	51,98,913	54,53,300	2,54,387	...	...	
Lines owned and worked by native states.													
Metre gauge—													
Bhāvnagar-Gondal-Junāgad-Por-bandar . . . . .	97	334	30,955	93	334	38,000	114	14,41,070	14,53,000	11,930	...	...	
Jetalsar-Rājkot . . . . .	82	46	3,727	81	46	3,100	67	1,71,723	1,51,000	...	20,723	...	
Jamnagar . . . . .	38	54	1,729	32	54	2,200	41	(j) 93,273	90,800	...	2,473	...	
Dhāragadā . . . . .	...	...	...	...	21	1,300	62	...	(k) 28,900	28,900	...	...	
Jodhpore-Bickaneer . . . . .	62	364	24,540	67	407	40,700	100	9,98,333	12,51,000	2,52,667	...	...	
Oodeypore-Chitor . . . . .	38	60	1,953	33	60	2,600	43	1,01,825	1,30,000	28,175	...	...	
Special gauge—													
Morvi . . . . .	83	94	6,285	67	94	7,600	81	3,65,642	3,39,000	...	26,642	...	
TOTAL	75	952	69,189	73	1,016	95,500	94	31,71,866	34,43,700	2,71,834	...	...	
GRAND TOTAL	243	20,952	54,95,955	262	22,063	58,63,200	266	21,70,70,590	22,91,01,400	1,20,30,810	...	...	

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rlys.

(b) Includes Bezwada-Madras ry.

(c) Closed for traffic.

(d) From 1st April to 12th June, 1897.

(e) From 1st to 30th April, 1898, and from 1st January to 4th February, 1899.

(f) From 10th November, 1897, to 5th February, 1898.

(g) From 1st December, 1898, to 4th February, 1899.

(h) From 15th October, 1898, to 4th February, 1899.

(i) From 1st May, 1897, to 5th February, 1898.

(j) From 8th April, 1897, to 5th February, 1898.

(k) From 1st June, 1898, to 4th February, 1899.

W. J. MCELHINNY, Capt., R.E.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
CIVIL WORKS.

Telegraph.

ADMINISTRATION REPORT OF THE INDO-EUROPEAN TELEGRAPH DEPARTMENT  
FOR 1897-98.

No. 144 C. W. T., dated Simla, the 13th February 1899.

RESOLUTION—By the Government of India, Public Works Department.

READ—

Despatch from Her Majesty's Secretary of State for India, No. 1 Telegraph, dated the 12th January 1899, and enclosures, being the Administration Report of the Indo-European Telegraph Department for the year 1897-98, and the India Office Note reviewing it.

ORDER.—Ordered that copies of the Report and Note be forwarded to the Home Department of the Government of India, to the Government of Bombay, and to the Director General of Telegraphs for information.

Ordered also that the Report and Note be published in the Supplement to the *Gazette of India*.

O. C. LEES,

*Under Secretary to the Government of India.*

ADMINISTRATION REPORT  
OF THE  
INDO-EUROPEAN TELEGRAPH DEPARTMENT  
FOR  
1897-98.

CAPITAL AND REVENUE ACCOUNT.

1. *Capital*.—The Capital account of the Department was decreased by Rs 13,961, making the capital expenditure to end of the year Rs 1,15,35,814.  
The following statement shows how the above decrease is made up:—

	Increase.	Decrease.	TOTAL.
Works . . . . .	R 11,769	R ...	R 11,769
Suspense:			
Works . . . . .	...	31,430	—31,430
Other heads . . . . .	5,700	...	5,700
	17,469	31,430	—13,961

A summary of the year's transactions on Capital account is given in Appendix A.

2. *Revenue*.—Appendix B is a summary of the earnings and expenditure.\* The earnings amounted to Rs 15,40,153, or an increase of Rs 55,646, as compared

\* Excluding the cost of the London Office Establishment (1,564l.), which is included as part of the Establishment of the Secretary of State.

with 1896-97, when the sum realised was Rs 14,84,507. The expenditure during the year was Rs 7,81,981, against Rs 7,71,477 in the previous year, or an increase of Rs 10,504, due chiefly to the payment made during 1897-98 on account of the Jask Royalty. The net result is a profit of Rs 7,58,172 on the year's working, against that of Rs 7,13,030 in 1896-97, or an increase of Rs 45,142, as compared with that year.

3. The following statement shows the chief differences between the earnings and expenditure of the current and previous years. For details, see Appendix B:—

## EARNINGS.

Head of Account.	1896-97.	1897-98.	Increase.	Decrease.
	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>
*Traffic Earnings . . . . .	19,20,488	18,49,445	...	71,043
Common Purse . . . . .	-2,79,555	-1,93,331	86,224	...
Australasian Message Fund . . . . .	-1,71,753	-1,40,351	31,402	...
Profit and loss . . . . .	35	-304	...	339
Total Message Revenue . . . . .	14,69,215	15,15,459	1,17,626	71,382
Miscellaneous Revenue . . . . .	15,292	24,694	9,402	...
TOTAL . . . . .	14,84,507	15,40,153	1,27,028	71,382
Net Increase . . . . .	...	...	55,646	...

4. There was thus an increase of Rs 55,646 in the earnings of 1897-98, as compared with the preceding year. The rupee figures under Traffic earnings show a falling off, due chiefly to an improvement in the value of the rupee, which resulted in a smaller amount of rupee collection as the franc equivalent. The earnings of 1897-98 as worked out in francs amounted to 2,990,675, against 2,956,006 francs in the preceding year, and the amount drawn out of the Joint Purse on account of Indian traffic was 5,983% more than last year. The increase in Miscellaneous revenue consists of realisations from sale of cable core and other unserviceable stores in England.

## EXPENDITURE.

Head of Account.	1896-97.	1897-98.	Increase.	Decrease.
	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>
Persian Gulf:—				
General charges . . . . .	1,41,331	1,22,709	...	18,622
Line maintenance . . . . .	19,329	40,090	20,761	...
Signalling . . . . .	1,75,436	1,80,723	5,287	...
Cable maintenance . . . . .	1,71,079	1,85,726	14,647	...
Persian Section:—				
General charges . . . . .	92,188	91,390	...	798
Line maintenance . . . . .	58,883	56,502	...	2,381
Signalling . . . . .	91,325	84,610	...	6,715
Exchange . . . . .	21,906	11,535	...	10,371
Expenditure by other Departments (Jask Royalty) . . . . .	...	8,696	8,696	...
TOTAL . . . . .	7,71,477	7,81,981	49,391	38,887
Net Increase . . . . .	...	...	10,504	...

\* NOTE.—The head "Traffic Earnings" includes the amount collected in India, as also the loss on account of exchange on sterling transactions. The tariffs on International messages are fixed in a gold standard, and the balances due to or from foreign administrations are settled in that standard. The rupee collections in India vary, therefore, in correspondence with the fluctuations in exchange, and the balance received from the Indian Telegraph Department at Karachi in rupees is sufficient to pay the telegraph companies and foreign administrations in the gold standard and retain the share of this Department in a gold standard also.



5. The increase and the decrease under the main heads are as follows:—

*General Charges.—Gulf and Persian Sections.*—The decrease is due to short outlay under superintendence, Gulf Section, on account of leave and casualties of some of its officers, and under exchange compensation allowance, and also to less expenditure in England on furlough allowances than in the previous year, as well as to the absence of any outlay in England on advertising charges. The decrease under exchange is due to the same cause, *viz.*, short expenditure in England combined with improvement in the rate of exchange.

*Line Maintenance.—Gulf Section.*—The increase is due to a larger outlay (both cash and stores) on repairs to the land lines, due to the destruction of the line in Mekran by the Baluchis and to the murder of Mr. Graves.

*Line Maintenance.—Persian Section.*—The decrease under this head represents chiefly less expenditure on account of exchange compensation allowance and carriage of line stores.

*Signalling.—Gulf Section.*—The increase was caused by annual increases of pay to the signalling staff, employment of new men to fill existing vacancies, and an issue of new instruments to signal offices.

*Signalling.—Persian Section.*—The decrease is due partly to short expenditure on house allowance, consequent on the completion of quarters for the signalling staff at Teheran, and partly to less outlay on repairs to buildings, office contingencies, and exchange compensation allowance.

*Cable Maintenance.*—The increase is due chiefly to more extensive cable repairs being necessary.

#### NET REVENUE.

6. On a total Capital expenditure of Rs. 1,15,35,814 a net profit of Rs. 7,58,172 was earned, which gives a dividend of 6.57 per cent. The dividends earned during the past six years are as follows:—

Year.	Interest on Capital.
1892-93 . . . . .	3.8
1893-94 . . . . .	4.28
1894-95 . . . . .	6.50
1895-96 . . . . .	7.42
1896-97 . . . . .	6.17
1897-98 . . . . .	6.57

The higher dividend in 1895-96 was due to the low rate of exchange, that is, a higher rate in rupees collected for the franc equivalent.

#### CIS-INDIAN JOINT PURSE.

7. Appendix C deals with the transactions in connection with this Agreement, which was entered into in 1878. The number of words carried between Europe and India or Trans-India and *vice versa* during the year by the three Administrations (*viz.*, the Eastern Telegraph Company, the Indo-European Telegraph Company, and this Department) rose from 6,157,208½ to 6,469,171, showing an increase of 311,962½, while the net value also shows an increase of 30,448l. 4s. 1d. The Department's share of the whole Purse shows also an increase of 5,930l. 0s. 11d., and the amount paid into the Purse was more than in the preceding year by 1,497l. 4s. 4d.

8. The following table shows the sums paid in and drawn out by the Department annually since the Agreement was concluded :—

Year.	Paid in.	Drawn out.	Excess.	
			Paid in.	Drawn out.
1878-79	£ 42,265	£ 62,256	£ ...	£ 19,991
1879-80	52,488	68,905	...	16,417
1880-81	57,235	76,295	...	19,060
1881-82	67,108	74,798	...	7,690
1882-83	110,728	84,914	25,814	...
1883-84	81,408	76,584	4,824	...
1884-85	85,376	76,738	8,638	...
1885-86	107,317	86,012	21,305	...
1886-87	80,980	75,206	5,774	...
1887-88	71,808	74,021	...	2,213
1888-89	91,295	77,125	14,170	...
1889-90	85,661	73,180	12,481	...
1890-91	95,774	77,417	18,357	...
1891-92	102,641	83,352	19,289	...
1892-93	94,209	83,894	10,315	...
1893-94	97,469	89,327	8,142	...
1894-95	99,267	91,012	8,255	...
1895-96	110,380	101,685	8,695	...
1896-97	117,286	100,539	16,747	...
1897-98	118,783	106,469	12,314	...
TOTALS	1,769,478	1,639,729	195,120	65,371
TOTAL EXCESS PAID IN	...	...	129,749	...

9. *Division of Traffic.*—The following are the proportions according to which the Joint Purse receipts are divided :—

Administration.	INDIAN RECEIPTS.		Trans-Indian Receipts.
	To 1894.	From 1894.	
Eastern Telegraph Company	60'39	59'82	80'53
Indo-European Telegraph Company	22'34	22'12	12'03
Indo-European Telegraph Department	17'27	18'06	7'44
	39'61	40'18	19'47



10. The percentages of traffic which have been actually carried since 1878-79 are:—

Year.	ON INDIAN TRAFFIC.		ON TRANS-INDIAN TRAFFIC.	
	Via Suez.	Via Indo-European Route.	Via Suez.	Via Indo-European Route.
	Per cent.	Per cent.	Per cent.	Per cent.
1878-79	71'31	28'69	95'26	4'74
1879-80	67'91	32'09	94'10	5'90
1880-81	69'01	30'99	92'50	7'50
1881-82	64'63	35'37	81'26	18'74
1882-83	48'34	51'66	59'26	40'74
1883-84	55'96	44'04	83'52	16'48
1884-85	53'02	46'98	84'44	15'56
1885-86	52'14	47'86	75'91	24'09
1886-87	55'46	44'54	85'32	14'68
1887-88	60'93	39'07	86'48	13'52
1888-89	51'69	48'31	77'04	22'96
1889-90	49'92	50'08	82'89	17'11
1890-91	46'67	53'33	83'21	16'79
1891-92	43'52	56'48	80'75	19'25
1892-93	48'09	51'91	82'49	17'51
1893-94	51'75	48'25	85'20	14'80
1894-95	48'91	51'09	84'31	15'69
1895-96	49'03	50'97	84'09	15'91
1896-97	44'15	55'85	83'00	17'00
1897-98	42'98	57'02	87'11	12'89

11. *Interruptions affecting Joint Purse Traffic.*—One interruption stopping traffic between Teheran and Karachi occurred on the Persian Section and lasted 22 hours, 56 minutes. Beyond Teheran to London the Indo-European Company's lines were totally interrupted for 8 days, 19 hours, 6 minutes, but none of these interruptions affected the divisions of the Joint Purse receipts.\*

12. On the Turkish route interruptions occurred between Fao and Constantinople lasting 74 days, 16 hours, 21 minutes. The working of this route continues to be very unsatisfactory. The Fao-Bushire cable was also interrupted for repairs for 10 hours, 5 minutes.

During the last six years the Turkish route beyond Fao has been interrupted as follows:—

Year.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.
Days, hours, minutes . . .	108—9—54	101—5—41	150—0—52	111—17—35	83—14—56	74—16—21

The Department was only liable to the Joint Purse for 33 days' interruptions on the Turkish route at Fcs. 50 per diem.

#### AUSTRALASIAN MESSAGE FUND.

13. Full particulars regarding the nature of this Fund are given in the Administration Report for 1893-94 (page 6, paras. 14 to 17), and for 1896-97 (page 7, para. 14).

The Departmental receipts for this year show an increase of 4,677*l.* over the receipts in 1889, on which the original Australasian Message Fund was based. See Appendix C. (1).

\* The altered proportions only take effect after the lapse of one clear day, calculating from midnight of the day of the interruption of the line.

## TRAFFIC.

14. The service regulations of the Buda-Pesth International Conference of 1896 have been in force since 1st July 1897, up to which date the Paris Convention of 1890 remained in force.

15. Appendix E shows the traffic carried by the two sections of the Department. The number of words was 2,122,710, against 2,059,941 in the previous year, showing an increase of 62,769; the value as stated in francs shows an increase from 2,956,006 to 2,990,675 francs.

In Indian currency the earnings of the Department are, however, less by R71,043, being R18,49,445, against R19,20,488 in the previous year.

16. The comparative values of the franc and rupee varied once only during the year, rising in the case of the rupee from 1 franc = '64 in April 1897 to 1 franc = '62 in October 1897, and continued so until the end of March 1898. As compared with 1896-97 there was a decided rise in the rupee. This accounts for the decrease in the revenue expressed in rupees as compared with the increased number of words.

17. The following table gives the amounts paid into the Joint Purse by the Department as compared with its independent traffic revenue :—\*

	FOR JOINT PURSE, ETC.		Independent. Revenue.	TOTAL.	
	Indian.	Trans-Indian.			
	Fcs. cts.	Fcs. cts.	Fcs. cts.	Fcs. cts.	
Persian Gulf Section . .	2,014,043'60 $\frac{1}{2}$	579,735'82	12,590'07 $\frac{1}{2}$	2,606,370'50 $\frac{1}{2}$	
Persian Section . .	293,700'56 $\frac{1}{4}$	82,089'20 $\frac{1}{2}$	8,515'07 $\frac{1}{2}$	384,304'85 $\frac{1}{4}$	
TOTAL FRANCS . .	2,307,744'17 $\frac{1}{4}$	661,826'02 $\frac{1}{2}$	21,105'15 $\frac{3}{4}$	2,990,675'35 $\frac{1}{2}$	

18. Appendix F gives the number of messages and words carried under the four following classes during the past five years :—

State.	Press.
Commercial and Private.	"Times" (special rate).

19. The average length of "private and commercial" messages was 13'01 words in 1897-98, as compared with 13'27 words in the previous year. The average length, calculated from the averages of the past seven years, is 13'27, words.

20. In addition to the messages classified in Appendix F, 844 messages' containing 69,132 words, were forwarded to the British Resident at Bushire free of charge. These are called "Government and Press" telegrams, and would, if charged for, yield R16,203 at press rates.

21. The percentages of traffic carried on the Teheran and Turkish routes were 95'06 and 4'94, respectively. The following table gives the respective percentages for the past seven years :—

Years.	Viâ Teheran.	Viâ Turkey.	REMARKS.
1891-92 . . . .	92'37	7'63	
1892-93 . . . .	92'96	7'04	
1893-94 . . . .	93'60	6'40	
1894-95 . . . .	94'36	5'64	
1895-96 . . . .	93'55	6'45	
1896-97 . . . .	94'61	5'39	
1897-98 . . . .	95'06	4'94	

\* NOTE.—The independent traffic revenue is that obtained from traffic dealt with by this Department and not touching India, such as for telegrams between the stations of Jask and Bushire.



The Turkish route continues to be next to useless, being very slow and inaccurate.

22. The mean rate of transmission of telegrams between the United Kingdom and Karachi, and between Karachi and Teheran, the latter being the section worked by the Department, during each of the past six years is as follows:—

Years.	Between the United Kingdom and Karachi, <i>via</i> Teheran.		Between the United Kingdom and Karachi, <i>via</i> Turkey.		BETWEEN KARACHI AND TEHERAN.			
					Karachi to Teheran.		Teheran to Karachi.	
	Hours.	Min.	Hours.	Min.	Min.	Sec.	Min.	Sec.
1892-93 . . . . .	0	45	27	47	5	51	4	26
1893-94 . . . . .	0	43	36	49	5	40	4	28
1894-95 . . . . .	0	43½	46	46	7	7	5	00
1895-96 . . . . .	0	46	34	00	5	27	4	41
1896-97 . . . . .	1	12	36	08	19	33	13	28*
1897-98 . . . . .	0	55	30	23	13	25	10	40

23. The reason of the present high rate is, however, owing in great measure to the introduction of a modified system of calculating the daily average delay on the two sections since October last. Formerly each transmitting station worked out its own averages, whereas now the actual time of acceptance of every message at Teheran and Karachi from the adjoining Administrations is inserted in the official instructions and is wired on, so that now Teheran works out Karachi's delay and Karachi Teheran's. By this means all chances of arriving at inaccurate results, due to incorrect timing of messages by clerks, are eliminated.

24. *Check of Errors.*—The accuracy of transmission over the lines of the Department for the past two years is shown below. It will be seen that in this respect the year under review compares somewhat unfavourably with the preceding one, but the accuracy is still very satisfactory.

1896-97 . . . . .	0.096 per cent.
1897-98 . . . . .	0.112 „

25. *Complaints.*—The number of complaints received for investigation amounted to 124, being 35 less than the total for the year 1896-97. Of this number, 76 were from Europe and 48 from India; 26 related to messages *via* Turkey, and 2 to local traffic.

The following table gives all details:—

Nature of Complaint.	Received from Europe.	Received from India.	Total.
Non-deliveries . . . . .	19	16	35
Non-deliveries due to insufficient address . . . . .	2	3	5
Mis-deliveries . . . . .	2	2	4
Delays . . . . .	9	5	14
Errors . . . . .	22	2	24
Refund of reply deposits not used . . . . .	6	9	15
Miscellaneous references . . . . .	16	11	27
TOTAL . . . . .	76	48	124

Of the above, 44 were not admitted by the Administrations concerned, or are still being investigated by them. Of the remaining 80 this Department is responsible for 12 only.

#### OFFICES.

26. The number of offices open to the public throughout the year (excluding those on the Teheran and Meshed (Persian Government) line) was, in the

\* Eastern Company's route interrupted in March 1897.

Persian Gulf Section 8, and in the Persian Section 9. The temporary Telegraph Office, which was opened for the use of the Political Agent, Southern Baluchistan at Lyari, in the Lus Beyla district, on 28th October 1895, was closed on 30th April 1897. The expenses on this account were charged to the Political Department.

#### ESTABLISHMENT.

27. At the close of the year the strength of the signalling establishment, including four Inspectors in the Persian Section, stood at—

General service civilian clerks . . . . .	58
Unattached list: Non-commissioned officers of Royal Engineers . . . . .	8
Local service signallers . . . . .	30
Postal employé . . . . .	1
<b>TOTAL</b> . . . . .	<b>97</b>

28. The following casualties occurred during the year :—

Resignations :—2 general service clerks (pensioned); 1 N.C.O. (returned to military duty); 1 officer of cable ship "Patrick Stewart;" 2 local service signallers (pensioned).

Murdered :—1 Temporary Superintendent.

Died :—1 general service clerk.

Dismissed :—1 general service clerk.

#### PERSIAN GULF SECTION.

##### CABLES.

29. The lengths of the various cable sections on the 31st March 1897 and 1898 were as follows :—

Cables.	1896-97.	1897-98.
	Knots.	Knots.
Fao-Bushire Gutta-percha Cable . . . . .	154'488	154'500
Bushire-Jask India-rubber Cable of 1869 . . . . .	502'028	502'028
Bushire-Jask Gutta-percha Cable of 1885 . . . . .	520'642	520'680
Jask-Manora Gutta-percha Cable . . . . .	528'000	528'066
Manora-Karachi (3 harbour cables) . . . . .	13'780	13'798
<b>TOTAL KNOTS</b> . . . . .	<b>1,718'938</b>	<b>1,719'072</b>

showing an increase in length of '134 since last year, due to repairs. In addition to the above there is a seven-core Fowler-Waring cable from the Karachi Harbour to the Central Telegraph Office, 1'414 knots in length.

30. This Department also keeps the following cables in working order :—

(i) The Harbour Defence Revised System, composed as follows :—

	Statute miles.
From Customs Cable House through Junction Box to Marsh Fort (Harbour Cables) . . . . .	6'703
From Junction Box to Manora and Beach Forts (Fowler-Waring Cables) . . . . .	1'328
From Central Office to Customs Cable House one twin Fowler-Waring Cable) . . . . .	1'629
<b>TOTAL MILES</b> . . . . .	<b>9'660</b>

The remainder of the Harbour Defence line, consisting of a land line from Central Office to Royal Artillery Office, is controlled by the Indian Telegraph Department. . . . .

**TOTAL MILES** . . . . . **10'750**



- (ii) A telephone line for the Port Trust connecting the Port Trust Office at Karachi with the Port Trust and Port Officer's Offices at Manora.

	Miles.
Land line—Manora to Cable Box IX . . . . .	0.367
Harbour Cable to Customs Cable House . . . . .	4.997
Land line to Port Trust Office . . . . .	0.460
<b>TOTAL MILES . . . . .</b>	<b>5.824</b>

31. *Summary of the History of the Cables and their Electrical and Mechanical Condition during the year 1897-98.*

No. 1. *Fao-Bushire Gutta-percha Cable of 1864.*—One partial earth fault occurred in this cable during the past year; it was removed in January 1898 at 60.612 knots from Fao. The sheathing was found to be deeply pitted by the action of sea-shells and weed. Reviewing the past history of this cable since 1886, it would appear that toredo insect faults are now common between 25 and 65 knots from Fao, and when making future repairs in this length, brass taped core will be used. The electrical condition of this cable during the year was practically the same as the year previous, namely, 38 megohms per knot. There is, however, a marked difference between the insulation to the east and west of 76 knots from Fao, the former being 212 and the latter (78.5 knots) 82 megohms per knot. The maintenance of this cable at a high point of insulation is not considered necessary, and as it works well, its electrical condition may be accepted as satisfactory.

No. 2. *Bushire-Jask Gutta-percha Cable of 1885.*—Only one fault, a partial earth, occurred, this was near Bushire cable house in the shore end, and was easily removed. Since this cable was laid in 1885 there have been no faults due to corrosion, and consequently its mechanical condition is probably fairly satisfactory. The insulation of the cable is now 227.5 megohms per knot, and although this is a good deal lower than last year (326 megohms) it may be considered good.

No. 3. *Bushire-Jask India-rubber Cable of 1869.*—This cable has not been disturbed during the year, and the fault which appeared in it in September 1897 does not affect its satisfactory working. As pointed out in last year's report, in this cable there are lengths of 101.679 knots of original (1869) India-rubber Cable, and 135.597 knots of original (1864) Gutta-percha Cable which have been inserted at various times. Thus nearly half the section is composed of old cable which may require renewal shortly. The average insulation before it became faulty in September 1897 was 60 megohms per knot. The fault has too high a resistance to permit of its being localised, and with this exception the electrical condition may be accepted as satisfactory.

No. 4. *Jask-Manora Gutta-percha Cable of 1864.*—This cable has been repaired twice during the year, namely, on the 2nd May, a partial earth, and on 30th August, a total break in old cable. The composition of this cable now includes about 77 knots of the old 1864 cable and 18 knots of old India-rubber 1869 cable. This may require renewal shortly. Its insulation at the end of the year was 65.5 megohms per knot, which is as high as can be expected.

*Harbour Cables.*—Two faults occurred during the past year; one of these was apparently a cut by a knife, and the other by a borer insect. Both were easily repaired.

The seven-core Fowler-Waring Cable in use from the harbour to the Central Station was accidentally cut by some workmen employed in repairing the water pipes, and the three core Fowler-Waring Cable laid from the local to the Manora Office was similarly cut. Measures to obviate such accidents in the future are under consideration.

*Cable Houses and Cable Land Lines.*

32. The cable houses and cable land lines were inspected during the year and found satisfactory. The cable land line at Jask has been replaced by a seven-core Fowler-Waring Cable during the year, and a similar type of cable will be laid at Bushire during 1898-99 when the cable ship visits Bushire next cold weather.

*Manora Cable Factory.*

33. The following is a summary of the work done in the Cable Factory during the past year:—

	Knots.
Cable manufactured at Manora . . . . .	13'000
„ picked up at sea and retaped . . . . .	4'855
„ recovered at sea and brought on charge . . . . .	0'862
TOTAL . . . . .	18'717

	Knots.
Cable stripped for core . . . . .	11'899
„ „ copper . . . . .	0'298
Core used for leads and sent to Stores, Karachi . . . . .	0'128
Gutta-percha core shipped to England . . . . .	40'000

At present the following core is lying in the tanks:—

Gutta-percha strand core, 1st class, from England . . . . .	21'000
„ „ „ cable recovered at sea and stripped . . . . .	3'900
Gutta-percha solid core, 2nd class, fit for harbour work and leads only . . . . .	1'120
Also gutta-percha solid core cable, 3rd class, in short lengths, for sale or fencing purposes . . . . .	0'5756

The Harbour front has been thoroughly overhauled and repaired.

34. The cable tanks have been tarred, all rust being first chipped off. Their condition just now may be considered fairly satisfactory; but extensive repairs will be required in a few years, when a general deterioration of the iron plates through old age and rust is expected.

35. *Engine Boilers.*—The old boiler has been replaced by a new one, and certificates for the year have been granted as usual by the boiler inspector. The old engine pump, not possessing sufficient capacity to feed the new Cornish boiler, had to be replaced by a Worthington pump, which works well.

36. *Cable Machinery.*—This remains the same as last year, and is in good order.

*Interruptions on Cables.*

37. Only one cable was totally interrupted through a fault due to corrosion during the year. This occurred in the Jask-Manora cable, and lasted 7 days, 18 hours, 31 minutes. There were short interruptions caused while repairing partial faults, aggregating 1 day, 9 hours, 17 minutes.

*Repairs and Renewals of Cables.*

38. The meaning of these words has now been defined, *viz.* :—

*A Repair.*—When a fault occurs, and the cable ship proceeds to remove it, and inserts a piece of good cable in the place of the faulty portion, otherwise mechanically good, it is a repair. If the fault is some distance from where the cable is grappled, and a long length of good cable has to be inserted, it is still a repair.

*A Repair and Renewal.*—If, on grappling during a repair, the cable is found to be in bad condition, and it becomes necessary to insert a new length of cable, it is no longer merely a *repair*, but also a *renewal*.

*A Renewal.*—When a length of cable, which has no specific fault or break, but which is known to be in bad mechanical condition through age or otherwise, is taken out and replaced by good cable, it is a renewal.

39. During the year only 13'457 knots of cable were expended, as against 41'769 knots for the previous year, namely, in repairs 4'717 and in repairs and renewals 8'740 knots. Of the cable recovered only 0'862 knots was sufficiently good to be brought into stock, the remainder being stripped for the core.



*Expenditure of Cable and Cable in Stock.*

	Knots.
40. Cable in stock on 1st April 1897 . . . . .	45'811
Receipts since above date :—	
Manufactured at Manora, 13'000 . . . . .	} 18,717
Recovered at sea and retaped, 4'855 . . . . .	
Recovered and brought on charge, 0'862 . . . . .	
TOTAL . . . . .	64'528
Deduct cable expended during the year . . . . .	13'457
Balance in hand on 31st March 1898 . . . . .	51'071

*Cable Steamer "Patrick Stewart."*

41. On the 1st April 1897, after her return from Ceylon, the *Patrick Stewart* was still in dock at Bombay undergoing repairs. She returned to Karachi on 5th idem.

42. On 26th April the vessel left Karachi with the Director and the Political Agent, Southern Baluchistan, to see whether quarantine arrangements at the Persian Gulf coast ports against India, where plague was raging, were efficient. As a fault had to be cut out of the Jask-Manora cable, about 72 knots from Jask, it was decided that the inspection of the coast ports between Karachi and Charbar and the cable repairs should be done on the one trip, so as to reduce the expenses to the Political Department as much as possible. The Political Department was therefore only charged for actual expenses incurred on their account and for the hire of the vessel for the time employed on purely political business. The ship returned to Karachi on 6th May.

43. On 24th August the *Patrick Stewart* again left Karachi in order to repair the Jask-Manora Cable, after doing which she returned on 2nd September. The vessel left for Bombay in October, and from November 1st to 22nd inclusive was in dock undergoing repairs. She returned to Karachi on 26th. From December 7th to January 19th the vessel was away from Karachi with the Director-in-Chief, Director, and the Electrician, on her annual tour of inspection of the Gulf stations. The vessel lay off Galeg from 12th to 26th December inclusive in connection with the murder of the late Mr. Graves. After visiting the various Gulf stations (Fao excepted owing to quarantine), and after repairing faults in the Bushire-Fao and Bushire-Jask Gutta-percha Cable of 1885, the vessel returned to Karachi on 19th January.

44. After this the *Patrick Stewart* was employed between Karachi and Gwador in carrying troops and stores and line materials in connection with the rising of the Baluchis in the Mekran and the repair of the land lines between Pasni and Gwador. Three trips were made between January 22nd and February 20th, since which date the vessel has been at Karachi.

During the year the vessel steamed 7,311 knots.

45. The earnings of the ship during the year amounted to R1,563-3-4, of which R124-8-0 were on account of passages and R1,438-11-4 on account of the hire of the *Patrick Stewart* by the Military Department. The latter amount, although earned during the year under review, will be adjusted during the current official year.

## MEKRAN COAST LAND LINE.

46. The lengths of the various sections of this line on the 31st March 1898 were as follows, viz. :—

	Miles of Line.	Miles of Wire.
Karachi to Sonmiani Branch . . . . .	41'10	82'20
Sonmiani Branch . . . . .	1'56	1'56
"    "    to Ormara . . . . .	173'35	346'70
Ormara to Pasni Branch . . . . .	89'65	179'30
Pasni Branch . . . . .	3'20	3'20
"    "    to Gwador . . . . .	76'50	153'00
Gwador to Charbar . . . . .	117'18	234'36
Charbar to Jask . . . . .	198'85	397'70
TOTAL . . . . .	701'39	1398'02

*Maintenance and Repairs to Land Lines.*

47. *Karachi-Gwadar Subdivision.*—The full programme for the past working season could not be carried out owing to the rising of the Baluchis, which resulted in the destruction of the lines for many miles between Pasni and Gwadar, but the greater part of the subdivision was closely inspected by the Assistant Superintendent in charge, who carried out two renewals of wire, besides reconstructing the line where wrecked by the Baluchis.

*Gwadar-Jask Subdivision.*—Mr. E. Graves, Temporary Superintendent, held charge of the subdivision up to the 2nd December 1897, when he was murdered by a gang of Karwanis at the River Rapch, where he had arrived on inspection duty on 29th November. After this it was not considered safe for an European to march along the line, but later in the season the native artificer with his line gang did so and carried out such repairs as were necessary.

*Interruptions on Land Lines.*

48. During the year there have been six total interruptions, the aggregate duration of which amounted to 53 days, 11 hours, 52 minutes. Of this, 50 days, 13 hours, 32 minutes were caused by the wrecking of the lines during the late rising in Mekran. In addition to this, two other interruptions, lasting 1 day, 18 hours, 20 minutes, were due to wilful damage. Thus 52 days, 7 hours, 52 minutes are accounted for by wilful damage, the remaining 1 day, 4 hours being due to storms. As in the previous year, there was no total interruption on the Charbar-Jask section.

49. Of partial interruptions there have been 22, aggregating 13 days, 20 hours, 8 minutes, of which 13, lasting 7 days, 6 hours, 13 minutes, occurred in the Karachi-Gwadar subdivision, and 9, lasting 6 days, 13 hours, 55 minutes, in the Gwadar-Jask subdivision.

50. The causes of the faults are summarised as follows:—

	Number.	Duration Hours.
Definitely traced to preventable causes:—		
Faulty construction . . . . .	1	5
Faulty maintenance . . . . .	12	157
Working parties . . . . .	—	—
Other preventable causes . . . . .	1	53
Unpreventable causes:—		
Cyclones and storms . . . . .	4	64
Floods . . . . .	—	—
Animals and birds . . . . .	1	9
Malice . . . . .	4	876
Unknown causes . . . . .	1	12

Of the 12 faults due to faulty maintenance, 11 were due to corrosion of the line wire.

*Inspections.*

51. All the offices of the Persian Gulf Section, with the exception of Fao, where quarantine regulations prevented landing, were inspected by the Director-in-Chief in company with the Director, and were generally found in a satisfactory state. The buildings were also in good order.

52. The Examiner of Telegraph Accounts also inspected the accounts of the Persian Gulf Section at Karachi during the year.

*General Remarks.—Persian Gulf Section.*

53. The year under review has been rendered remarkable by two chief events: (1) the murder of the late Mr. Graves at the Rapch River in Perso-Baluchistan in December 1897, and (2) the rising of the Baluchis in the Mekran under Sirdar Mehrab Khan, Gitchki of Kej, in January 1898.

54. A noticeable feature in the first case is the fact that our lines were never once cut between Charbar and Jask (the Rapch River is situated about half-way between these two places), nor was any damage done to the lines throughout the operations which followed the murder.



At the time of the outrage it was supposed that the object was simply "loot"; afterwards it was suggested that race hatred was at the bottom of the attack. It might, in some way, have been connected with the general state of unrest which existed at the time along the Persian Gulf Coast and on the North-West Frontier of India.

55. The second affair began with an attack on the Nazim of Mekran and the Indian Survey Parties in the Kej Valley, and was followed immediately by the wrecking of the telegraph line between Pasni and west of Gwadur.

Such a display of ill-will towards this Department has never been known since the erection of the telegraph in 1862. Whatever the reason that actuated them on this occasion, the work of destruction was carried out with a thoroughness not generally characteristic of Baluchis. No less than 370 posts had to be renewed and nearly 11 miles of wire, besides nearly 750 insulators, were required to repair the damage done.

56. On the 25th April 1897 the village, which is attached to the Jask Station, and the Persian Fort there, were surprised by a party of Bashkardis, who looted the shops of the native traders. The Persian Governor, instead of protecting the station, came to the telegraph buildings to seek protection. The result of this attack was the despatch from Bushire to Jask of a Persian garrison, consisting of 120 soldiers with a field gun. They did not, however, stay long, the whole force, including the Governor, returning to Bushire during May 1897, since when the fort has been garrisoned by Mustapha Khan, son of the late Mir Abdul Nubbee and Chief of Sudaich, who is in the pay of this Department.

57. The Superintendent at Bushire in his report for November 1897 wrote that there was still an impression there that the telegraphs were keeping back the rain. This was, of course, with reference to the trigonometrical benchmarks which had been destroyed by a mob in January 1897, but had been rebuilt in the following April, with much public ceremony, under the orders of the Political Resident at Bushire. At the end of the official year, *i.e.*, on 31st March last, the general state of affairs at Bushire was still reported as being very disturbed.

#### PERSIAN SECTION.

58. *Line Maintenance.*—Only ordinary line repairs were carried out during the year.

59. *Offices.*—The mud roof of the joint signalling room of the Indo-European Telegraph Company and of this Department at Teheran was replaced by an iron roof, and some improvements and additions were made to the senior clerk's quarters. These works were done at the expense of the Persian Government, the building being their property. The office building at Shiraz was also much improved by that Government.

60. *Interruptions.*—There was one total interruption on this section lasting for 22 hours; this occurred at an altitude above the sea-level of about 7,000 feet, and was caused by accumulations of snow, which broke the wires in a great number of places along a distance of two miles.

61. The faults from all causes, including contacts between the wires, during the past three years have been:

Year.	1 Wire.		2 Wires.		3 Wires.	
	Hours.	Mins.	Hours.	Mins.	Hours.	Mins.
1895-96 . . . . .	325	65	13	32	5	16
1896-97 . . . . .	606	0	17	12	20	53
1897-98 . . . . .	340	56	7	3	22	5

62. The causes of them are summarised as follows:—

	Number.	Duration.	
		Hours.	Mins.
Definitely traced to preventable causes :—			
Faulty construction and maintenance . . . . .	1	1	19
Working parties . . . . .	1	0	48
Unpreventable causes ;—			
Cyclones and exceptional storms . . . . .	3	29	43
Floods . . . . .	1	47	15
Lightning . . . . .	1	7	39
Snow . . . . .	2	53	12
Fires . . . . .	—	—	—
Trees falling other than those caused by cyclones . . . . .	—	—	—
Animals and birds . . . . .	3	61	37
Malice . . . . .	—	—	—
Other unpreventable causes . . . . .	5	15	15
Unknown causes . . . . .	13	52	1
Faults in offices . . . . .	2	7	25

63. *Wilful Damage.*—There were 478 acts of wilful damage reported during the year, being 226 more than last year. They were distributed along the line as follows:—

Section.	From	To	No. of miles.	No. of Acts.
1st . . .	Teheran . . .	Ispahan . . . . .	247	138
2nd . . .	Ispahan . . .	Meshed-i-Meerghab, 88 miles north of Shiraz.	195	143
3rd . . .	Meshedi-Meerghab	Mean Kotal, 60 miles south of Shiraz	131	143
4th . . .	Mean Kotal.	Bushire . . . . .	102	54

The reason for the greater number of acts in the 2nd and 3rd sections is probably due to their being more frequented by the nomad Ilyats than the other two sections. The attention of Her Britannic Majesty's Minister and His Excellency the Mukhbar-ed-Dowlah has been requested to this. The amount claimed for damages from the Persian Government amounted to Krans 8,784.\* Of this, Krans 1,672 has been collected locally, and the balance, 7,112, was deducted from the Jask royalty.

64. Wilful damage caused interruptions for the past four years as shown below:—

Year.	1 Wire.		2 Wires.		3 Wires.	
	Hours.	Mins.	Hours.	Mins.	Hours.	Mins.
1894-95 . . . . .	150	38	42	16	Nil.	
1895-96 . . . . .	158	8	Nil.		5	16
1896-97 . . . . .	315	46	Nil.		20	53
1897-98 . . . . .	93	50	Nil.		Nil.	

\* NOTE.—360 krans=100 rupees at the present rate of exchange.



*General Remarks.—Persian Section.*

65. The principal events which occurred in Persia affecting this Department are as follows:—

His Excellency Ali Guli Khan Mukhbar-ed-Dowlah died on the 16th July 1897, and his son the Mukhbar-ul-Mulk succeeded him as Minister of Telegraphs on the 10th August. By the death of His Excellency the late Mukhbar, the Department has lost a great friend.

Three hundred soldiers mobbed the Shiraz Office on one occasion, demanding arrears of pay. On two occasions the Kazerun Office was invaded by a mob, complaining of the high price of bread and of ill-treatment, and on one occasion a crowd collected at Dehbeed Station, complaining of being looted by Arabs. On each occasion the Persian Authorities took action and the men dispersed.

Two burglaries were committed and one attempted.

On two occasions Inspectors while marching were threatened, and on two occasions line men were fired on.

Once the post bag was robbed.

The Mashelah (swampy ground) near Bushire was overrun by armed Tangistanies (hill men) in February and March 1898, so that the route under the line was pronounced unsafe, and several murders were committed near and in Bushire.

*Buildings in Persia.*

66. In consequence of the stock of sheet iron for roofing purposes having become exhausted in the Teheran market, the completion of the iron roofing to the buildings for the clerks' quarters at Teheran has had to be postponed, and there is still some work to be done, connected with laying out and draining the ground, etc.

The new residence for the Director at Teheran was occupied by him in October 1897, and the completion report has now been submitted.

The title deeds of the ground purchased for both the Director's and clerks' quarters are deposited in the safe in the charge of the Superintendent, Teheran Station.

*Medical.*

67. Doctors Odling, C.M.G., and Scully, Medical and Assistant Medical Superintendents of this Department at Teheran and Shiraz respectively, were present throughout the year. Doctor Odling also holds the appointment of Legation Surgeon at Teheran since 1892, by permission of the Government of India.

The health of the staff was on the whole good. One clerk died at Shiraz in March 1898 of pleurisy.

The free dispensaries at Teheran, Ispahan, and Shiraz are much appreciated and used by the people.

*Meteorology.*

68. Similarly to last year, telegrams reporting the state of the weather in Persia were sent to the Meteorological Reporter, India, from the 15th November 1897 to the 15th March 1898.

**MESHED LINE.**

69. Mr. S. Butcher, Acting Assistant Superintendent, took over charge of this line on 15th May 1897, and executed the necessary repairs between 10th October 1897 and 28th March 1898. From the 29th December 1897 to 9th February 1898 work was stopped by snow and frost. Six hundred and ninety-six new juniper poles were erected, 106 old poles were dug up and re-erected after rotten wood had been cut off, and 700 field service insulators were fixed. No money was received from the Persian Government during this year towards the maintenance of the line, and therefore the expenditure was limited to the Rs20,000 sanctioned by the Government of India.

70. *Offices.*—The office at Aiwanikief had again to be moved this year, and the office at Sabzewar was also moved into another building.

71. *Interruptions, Meshed Line.*—The interruptions to communication from all causes during the past three years are given in the statement below :—

	1895-96.		1896-97.		1897-98.	
	Hours.	Mins.	Hours.	Mins.	Hours.	Mins.
Faulty construction and maintenance . . . . .	—	—	—	—	3	20
Working parties . . . . .	13	30	Nil.		Nil.	
Floods . . . . .	55	11	15	20	82	0
Animals and birds . . . . .	72	40	18	30	Nil.	
Malice . . . . .	65	0	144	47	33	36
Faults in offices . . . . .	118	37	Nil.		65	28
Unknown causes . . . . .	72	20	7	48	Nil.	
<b>TOTAL</b> . . . . .	<b>397</b>	<b>18</b>	<b>186</b>	<b>25</b>	<b>184</b>	<b>24</b>

Deducting faults in offices, the total number of hours of interruption due to other causes works out thus :—

	Hours.	Mins.
1895-96 . . . . .	279	41
1896-97 . . . . .	186	25
1897-98 . . . . .	118	56

The Persian clerk who caused 65 hours 28 minutes interruption under the head "Faults in Offices" has since been dismissed by the Persian Government, together with another clerk and two gholams (line guards) for stealing insulators for the value of their iron stalks.

72. *Wilful Damage.*—One hundred and ninety-seven cases of wilful damage occurred, in which 183 insulators and 57 posts were broken or stolen and 55 yards of wire were carried away.

The figures were for the years :—

	Acts.
1895-96 . . . . .	445
1896-97 . . . . .	169

There is thus an increase of 28 over last year, but the improvement over 1895-96 and before continues to be satisfactory.

The amount of Krans 200 was recovered from local Governors, etc., on account of compensation.

73. *Traffic.*—The table below shows the amount of paid conversational traffic, etc., carried by the line during the past three years :—

Year.	Total paid conversation and State messages.	State messages only.
1895-96 . . . . .	3,423 krans	814 krans.
1896-97 . . . . .	2,993 "	1,195 "
1897-98 . . . . .	2,529 "	1,278 " 50 g.

74. There were no events of a political nature which affected the line or offices on the Meshed line.

#### STORES.

75. The principal items of expenditure under this head have been as follows :—

	R.	a.	p.
Stores purchased in India . . . . .	2,750	10	1
London stores, including freight, landing charges and exchange . . . . .	79,215	6	0
Stores from other Departments . . . . .	1,814	5	3

The following were the principal issues of stores :—

Repairs to cable . . . . .	31,452	0	8
Cable steamer . . . . .	18,758	9	6



The issues to repairs and renewals to the Persian Gulf land line amounted to R21,353, and were heavy, owing to the line being wrecked for some miles by the Baluchis. The issues to offices in that section amounted to R13,541 and to offices in the Persian Section to R6,715-4-2.

*Personnel.*

76. The Director, Persian Gulf Section, recommends to favourable notice the following officers of his staff for good services rendered after Mr. Graves' murder and the destruction of the line by the Baluchis in Mekran:—Messrs. E. Woodsell and R. C. Campbell, Assistant Superintendents, and Mr. W. H. Janes, General Service Clerk, the last of whom has been rewarded with a personal allowance of R25 per mensem. Lieutenant-Colonel Wells and Mr. Sealy also report that their thanks are due to the staff generally for good services rendered throughout the year, and their thanks are warmly joined in by me. To the above Directors also my special acknowledgments are due for the continued assistance they have given in maintaining this, the Indo-European route, as the most accurate and quickest of the telegraph routes to India.

It is again my pleasing duty to mention Mr. C. E. J. Twisaday, the senior clerk in my office, who during my absence in India, from November 1897 to March 1898, was in charge of the current duties of my office, and who performed those duties to my entire satisfaction.

INDIA OFFICE,  
10th November 1898.

B. T. FFITCH,  
*Director-in-Chief.*

## APPENDICES.

## APPENDIX A.

## SUMMARY OF EXPENDITURE ON CAPITAL ACCOUNT TO 31ST MARCH 1898.

Capital expenditure on 31st March 1897 . . . . .										R	a.	p.
Capital expenditure from 1st April 1897 to 31st March 1898 :—										.....		
												1,15,49,774 3 8
										R	a.	p.



## APPENDIX B.

## REVENUE ACCOUNT for the Year ended 31st MARCH 1898.

BY EXPENDITURE FROM 1ST APRIL 1897 TO 31ST MARCH 1898.																
		Rs.	a.	p.	India.	England.	Exchange.	TOTAL.								
PERSIAN GULF SECTION.																
General Charges	18,49,444	11	0		1,05,531	9	8	9,504	3	1	1,32,213	8	9	R a. p.		
Line Maintenance					40,090	8	3	...			40,090	8	3			
Cable Maintenance					1,85,725	10	1	...			1,85,725	10	1			
Signalling					1,80,722	14	5	...			1,80,722	14	5			
TOTAL					5,12,370	10	5	16,877	12	0	9,504	3	1	5,38,752	9	6
PERSIAN SECTION.																
General Charges					87,783	8	6	3,606	8	8	2,030	14	8	93,420	15	10
Line Maintenance					56,502	0	3	...			...			56,502	0	3
Signalling					84,609	13	5	...			...			84,609	13	5
TOTAL					2,28,895	6	2	3,606	8	8	2,030	14	8	2,34,532	13	6
TOTAL Indo-European } Telegraph Department }					7,41,266	0	7	20,484	4	8	11,535	1	9	7,73,285	7	0
Cost of Repairs, P. W. D.					...			...			...			...		
Jask Royalty					...			...			...			8,695	10	5
By Balance																
GRAND TOTAL																

## APPENDIX B (1).

## STATEMENT showing DETAILS of WORKING EXPENSES for past FIVE YEARS.

YEAR.	Account Heads.	Establishments.	Apparatus and Plant.	Office Expenses.	Store-keeping Charges.	Repairs to Lines and Buildings.	Repairs to Cables.	Cable Steamer.	Subsidies.	Miscellaneous.	Total as per Finance Accounts.	Expenditure by other Departments.	Total as per Administrative Accounts. Appendix B.
1893-94.	General Charges.	R 2,87,766	...	5,325	1,598	...	...	...	29,827	1,538	2,47,044	...	2,47,044
	Line Maintenance	68,313	...	928	...	81,777	...	...	...	...	1,51,018	12,245	1,63,263
	Cable Maintenance	13,938	...	154	...	1,455	82,819	91,866	...	...	1,09,222	...	1,09,222
	Signalling	2,21,312	...	25,479	...	5,083	...	...	...	5,812	2,57,686	6,633	2,64,319
	TOTAL	5,12,309	...	31,886	1,598	88,315	82,819	91,866	29,827	7,350	8,45,070	18,878	8,64,848
1894-95.	General Charges.	1,07,688	...	5,435	711	...	...	...	27,080	6,629	2,37,543	...	2,37,543
	Line Maintenance	97,531	...	228	...	34,428	...	...	...	...	1,02,187	12,245	1,14,432
	Cable Maintenance	12,575	...	101	...	2,347	89,715	1,23,886	...	...	2,28,024	...	2,28,024
	Signalling	2,41,231	...	19,882	...	13,252	...	...	...	5,729	2,80,094	515	2,80,609
	TOTAL	5,10,025	...	25,646	711	50,027	89,715	1,23,886	27,080	12,358	8,47,848	12,760	8,60,608
1895-96.	General Charges.	2,10,871	...	4,830	1,744	...	...	...	27,733	5,666	2,59,844	...	2,59,844
	Line Maintenance	59,796	...	748	...	26,097	...	...	...	...	87,541	10,326	97,867
	Cable Maintenance	12,207	...	129	...	2,309	55,640	1,22,730	...	...	1,00,815	...	1,00,815
	Signalling	2,40,888	...	22,343	...	8,555	...	...	...	5,978	2,77,794	406	2,78,200
	TOTAL	5,33,462	...	28,050	1,744	37,961	55,640	1,22,730	27,733	11,644	8,15,964	10,932	8,26,896
1896-97.	General Charges.	2,02,563	...	3,199	1,066	...	...	...	31,760	6,306	2,44,045	...	2,44,045
	Line Maintenance	62,782	...	628	...	21,825	...	...	...	...	85,233	10,900	96,133
	Cable Maintenance	13,868	...	146	...	1,530	78,003	91,912	...	...	1,85,419	...	1,85,419
	Signalling	2,25,754	...	25,739	...	31,730	...	...	...	5,630	2,91,853	...	2,91,853
	TOTAL	5,07,905	...	29,703	1,066	55,105	78,003	91,912	31,760	11,996	8,07,450	10,900	8,17,450
1897-98.	General Charges.	2,13,480	...	3,410	874	...	...	...	27,400	10,201	2,55,435	...	2,55,435
	Line Maintenance	55,344	...	1,259	...	21,609	...	...	...	...	78,212	...	78,212
	Cable Maintenance	10,857	...	194	...	1,516	44,634	1,13,878	...	...	1,71,079	...	1,71,079
	Signalling	2,18,937	...	36,092	...	21,598	...	...	...	6,134	2,66,701	...	2,66,701
	TOTAL	4,98,618	...	34,955	874	34,723	44,634	1,13,878	27,400	16,395	7,71,477	...	7,71,477
1898-99.	General Charges.	1,89,147	...	4,753	921	...	...	...	22,843	7,970	2,25,634	...	2,25,634
	Line Maintenance	56,024	...	1,797	...	38,801	...	...	...	...	96,592	...	96,592
	Cable Maintenance	12,281	...	162	...	3,411	74,991	94,411	...	...	1,85,726	...	1,85,726
	Signalling	2,22,592	...	26,533	...	9,989	...	...	...	6,219	2,65,333	...	2,65,333
	TOTAL	4,80,514	...	33,155	921	52,201	74,991	94,411	22,843	14,189	7,73,285	8,696	7,81,981

NOTE.—The total cost of up-keep of the cable steamer *Patrick Stewart*, including the pay of her officers and crew, is shown under "Cable Steamer."  
The pay of the Cable Conservancy Establishment, including temporary establishment and cost of provisions, is shown under "Repairs to Cables."



## APPENDIX C.

## JOINT PURSE.

Table A.—Division of Receipts for past Five Years.

YEAR.	INDIAN MESSAGES.					TRANS-INDIAN MESSAGES.					TOTALS.				
	Number of Words.	Total Net Value.	PROPORTION FOR			Number of Words.	Total Net Value.	PROPORTION FOR			Number of Words.	Total Net Value.	PROPORTION FOR		
			Eastern Company.	Indo-European Company.	Indo-European Department.			Eastern Company.	Indo-European Company.	Indo-European Department.			Eastern Company.	Indo-European Company.	Indo-European Department.
1893-94	2,384,673	375,091 17 5	£ s. d.	£ s. d.	£ s. d.	2,587,563	399,947 19 3	£ s. d.	£ s. d.	£ s. d.	4,972,136	705,039 16 8	£ s. d.	£ s. d.	£ s. d.
1894-95	2,209,446	348,071 19 9	226,517 19 10	83,795 10 6	64,778 7 1	2,900,784	368,236 9 6	265,707 2 1	39,692 14 9	24,548 2 5	5,110,230	716,308 9 3	504,213 18 5	121,082 11 8	91,011 19 2
1895-96	2,348,530	368,116 11 6	207,673 1 9	76,783 14 7	63,615 3 5	3,606,220	471,640 19 2	296,540 16 8	44,298 17 1	27,396 15 9	5,954,751	839,757 10 8	599,822 8 5	138,250 7 5	101,684 14 10
1896-97	2,237,249	344,353 7 6	220,930 16 5	81,069 7 10	66,116 7 3	3,919,958	515,434 19 3	378,891 12 0	57,180 19 7	35,968 7 7	6,157,208	859,788 6 9	621,071 18 11	138,177 16 3	100,538 11 7
1897-98	2,540,809	378,218 11 10	226,513 16 10	83,531 11 9	68,173 3 3	3,928,961	512,017 19 0	411,040 9 3	61,782 0 6	38,295 9 3	6,469,171	890,236 10 10	638,454 6 1	145,313 12 3	106,468 12 6

Table B.—Division of Traffic as actually carried for past Five Years.

YEAR.	INDIAN MESSAGES.					TRANS-INDIAN MESSAGES.					TOTALS.				
	Total Net Value.	PROPORTION CREDITED BY			Total Net Value.	Total Net Value.	PROPORTION CREDITED BY			Total Net Value.	Total Net Value.	PROPORTION CREDITED BY			Total Net Value.
		Eastern Company.	Indo-European Company.	Indo-European Department.			Eastern Company.	Indo-European Company.	Indo-European Department.			Eastern Company.	Indo-European Company.	Indo-European Department.	
1893-94	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1894-95	375,091 17 5	194,092 19 10	103,012 19 5	77,985 18 2	399,947 19 3	399,947 19 3	281,116 11 1	29,348 11 1	19,482 17 1	705,039 16 8	705,039 16 8	475,209 10 11	132,361 10 6	97,468 15 3	97,468 15 3
1895-96	348,071 19 9	170,259 17 2	101,543 6 8	76,263 15 11	368,236 9 6	368,236 9 6	310,461 3 2	34,771 14 2	23,003 12 2	716,308 9 3	716,308 9 3	486,721 0 4	136,320 1 10	99,267 8 1	99,267 8 1
1896-97	368,116 11 6	180,490 14 6	107,073 10 6	80,552 6 6	471,640 19 2	471,640 19 2	396,601 9 5	45,212 5 7	29,827 4 2	839,757 10 8	839,757 10 8	571,092 3 11	152,285 16 1	110,379 10 8	110,379 10 8
1897-98	344,353 7 6	152,015 17 4	109,826 9 10	82,511 0 4	515,434 19 3	515,434 19 3	427,818 19 2	52,841 8 10	34,774 11 3	859,788 6 9	859,788 6 9	579,834 16 6	162,667 18 8	117,285 11 7	117,285 11 7
	378,218 11 10	162,545 12 8	123,363 3 11	92,309 15 3	512,017 19 0	512,017 19 0	445,975 0 0	39,569 18 4	26,473 0 8	890,236 10 10	890,236 10 10	608,520 12 8	162,933 2 3	118,782 15 11	118,782 15 11

Exclusive of the liability of the Indo-European Telegraph Department for interruptions in Turkey under Article X of Joint Purse Agreement, amounting to 54l. 1s. 7d. = Rs 45-5-1.

NOTE.—Paid into Joint Purse.  
Received from Joint Purse.£ s. d. £ s. d.  
118,782 15 11 106,468 12 6

## APPENDIX C (1).

## STATEMENT showing the WORKING of the AUSTRALASIAN MESSAGE FUND since its commencement.

YEAR.	PAID IN.					DRAWN OUT.					Loss or gain to Department as compared with Traffic of 1889 which was 6,235 <i>l</i> .			
	CIS-INDIAN JOINT PURSE.			Eastern Company for non I. P. Traffic.	Eastern Extension Company.	Half share of loss contributed by Australasian Colonies.	Total.	CIS-INDIAN JOINT PURSE.				Eastern Extension Company.	Total.	
	Eastern Company.	Indo-European Company.	Indo-European Department.					Eastern Company.	Indo-European Company.	Indo-European Department.				Eastern Company for non I. P. Traffic.
1891-92 (11 months).	£ 97,592	£ 14,581	£ 9,018	£ 436	£ 45,612	£ 25,114	£ 192,353	£ 8,158	£ 5,045	£ 346	£ 124,202	£ 192,353	£ -670	
1892-93	108,168	16,159	9,993	515	54,918	23,095	213,658	9,060	5,603	385	137,959	213,658	-632	
1893-94	121,842	18,201	11,257	854	76,898	4,805	233,857	9,917	6,133	421	151,001	233,857	-102	
1894-95	126,132	18,842	11,653	964	76,962	2,695	236,638	16,035	6,266	426	152,797	236,638	-29	
1895-96	188,591	28,542	17,782	1,403	107,381	-422	343,277	97,144	9,159	618	221,054	343,277	2,924	
1896-97	230,041	34,365	21,253	1,732	128,673	—	416,064	118,107	17,643	749	268,953	416,064	4,677	
1897-98	199,209	29,865	18,507	1,920	112,089	—	361,590	102,557	15,375	651	233,479	361,590	3,293	

## APPENDIX D.

## SUMMARY of CAPITAL and REVENUE ACCOUNT for the last FIVE YEARS.

YEAR.	CAPITAL ACCOUNT.		REVENUE ACCOUNT.										REMARKS.	
	Capital Expenditure during year.	Total Capital Expenditure to end of Year.	RECEIPTS.					EXPENDITURE.				Net Profit or Loss.		Dividend on Capital.
			Net Traffic Earnings.	Common Purse and Australasian Message Fund.	Profit and Loss.	Miscellaneous Revenue.	Total Earnings.	Persian Gulf Section.	Persian Section.	Expenditure by other Departments.	Total Expenditure.			
1893-94	—13,595	1,14,46,190	15,58,466	—2,20,884	—663	13,937	13,50,856	5,76,782	2,71,066	12,760	8,60,608	4,28		
1894-95	—3,395	1,14,42,885	18,14,916	—2,53,789	—598	9,801	15,79,420	5,48,514	2,67,451	10,932	8,26,897	6,50		
1895-96	46,321	1,14,89,206	19,40,495	—3,06,912	—716	37,214	16,79,081	5,36,718	2,70,732	10,000	8,17,450	7,42		
1896-97	60,568	1,15,49,774	19,20,488	—4,51,398	35	15,292	14,84,597	5,22,357	2,49,120	—	7,71,477	6,17		
1897-98	—13,961	1,15,35,814	18,49,445	—3,33,682	—304	24,694	15,40,153	5,38,752	2,34,533	8,696	7,81,981	6,57		



## APPENDIX E.

## DETAILS of the MONTHLY NET EARNINGS (in Francs) of the INDO-EUROPEAN TELEGRAPH DEPARTMENT during the year 1897-98.

DETAILS of the MONTHLY NET EARNINGS (in Francs) of the AND									
MONTH.	PERSIAN GULF SECTION.				PERSIAN SECTION.				TOTAL.
	Transit Messages.		Terminal Messages.		Transit Messages.		Terminal Messages.		
	Words.*	Amount.	Words.*	Amount.	Words.*	Amount.	Words.*	Amount.	
1897.		Fcs. cts.		Fcs. cts.		Fcs. cts.		Fcs. cts.	
April	146,091	186,835 51½	134,110	25,078 21½	3,126	454 32	147,516	213,268 05½	
May	150,423	193,039 94½	139,286	27,152 24½	3,665	638 61½	151,874	220,830 80½	
June	150,431	192,564 85½	141,513	27,259 79½	2,571	500 76	151,362	220,325 44½	
July	174,350	221,298 09½	163,645	31,845 29½	4,850	1,050 78	175,416	254,194 17½	
August	175,192½	216,222 94	162,137½	30,799 85½	5,487	1,129 63½	176,771½	248,152 42½	
September	201,727	246,457 10	188,384	36,285 54½	5,154	1,101 21½	203,111	283,843 86½	
October	190,335	233,555 95½	177,735	34,000 21½	6,081	1,185 79½	192,925	268,741 96½	
November	206,890	254,813 49½	195,297	37,904 36½	4,961	982 38½	208,765	293,700 24½	
December	187,693	234,129 38½	172,903	33,556 22½	7,718	1,612 04½	189,837	269,397 66½	
1898.									
January	195,714	228,812 02½	164,075	31,880 33½	6,494	1,437 27½	197,059	262,129 63½	
February	137,156½	165,141 35½	116,987	21,592 98½	5,210	1,128 58½	138,712½	187,862 92½	
March	187,513	233,499 83½	165,013	33,426 53½	6,107	1,301 82½	189,361	268,228 18½	
TOTAL	2,103,516	2,606,370 50½	1,921,085½	371,781 61½	61,424	12,523 24	2,122,710	2,690,675 35½	

Equivalent of francs 2,690,675 35½ at 25 francs = 1l.

Difference between the value of the rupee at the drawing rates and Rio to the £

Exchange on English transactions

£ 119,627

Rx. 76,528

Rx. —11,211

Rx. 184,944

the exact sum being

R18,494,441-11-0

(vide Appendix B)

Rs. 184,944 the exact sum being  
Rs. 49,444-11-0  
(vide Appendix B).

NOTE.—Traffic earnings are primarily worked in francs in accordance with the existing Convention, but in converting the francs into rupees a uniform rate is not adopted. For the receipts from the Indian Department for traffic interchanged with it, a rate of francs 25'91 to the pound sterling is taken; and from sterling to rupees the conversion is made at the latest rate obtained by the Secretary of State for demand bills which is communicated to the Check Office. On the other hand, for the receipts from or payments to the Indo-European Company and Turkey, which are settled in London in sterling, a uniform rate of francs 25 to the pound (in accordance with the Convention) is adopted, and the conversion to rupees made at the average rate of the Secretary of State's drawings for the year, which in the present case is 15'33391008d. to the rupee e.

\* See Appendix F. Most of these words are also shown under Persian Gulf Section, and are therefore excluded from the total column.

## APPENDIX F.

STATEMENT showing the NUMBER of MESSAGES and WORDS FORWARDED during the Year 1897-98, compared with four previous years.

YEAR.	STATE.		COMMERCIAL AND PRIVATE.				PRESS.		TIMES.		TOTAL.				GRAND TOTAL.		Add or deduct Messages in transit.	Total as per Appendix E.
	Gulf.		Gulf.		Persia.		Gulf.		Gulf.		Gulf.		Persia.		Messages.	Words.		
	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.			Messages.	Words.
1893-94.	3,072	94,278	114,918	1,494,042	1,357	12,946	538	16,724	412	44,272	118,940	1,649,316	1,357	12,946	120,297	1,662,262	358	1,662,620
1894-95.	3,113	87,386	122,514	1,552,084	1,604	13,286	488	14,344	296	32,955	126,411	1,686,769	1,604	13,286	128,015	1,700,055	—326	1,699,729
1895-96.	3,107	103,825	135,090	1,761,366	1,541	11,860	450	13,758	213	31,685	138,860	1,910,634	1,541	11,860	140,401	1,922,494	2,240	1,924,734
1896-97.	3,684	104,048	142,324	1,888,809	1,748	15,927	397	12,715	121	39,679	146,526	2,045,251	1,748	15,927	148,274	2,061,178	—1,238	2,059,940
1897-98.	4,560	160,935	138,886	1,807,550	1,843	19,194	1,383	67,728	316	66,300	145,145	2,102,513	1,843	19,194	146,988	2,121,707	1,003	2,122,710

NOTE.—Under the columns headed "Gulf" are shown messages and words accounted for in Gulf Traffic Accounts.  
Under the columns headed "Persia" are shown messages and words originating or terminating in Persia to or from Indo-European Company's line, which consequently do not appear in the Gulf Traffic Accounts.



## APPENDIX G.

## STATEMENT of WORK done by the TELEGRAPH STEAMER "PATRICK STEWART" during the year 1897-98.

DATE.		Particulars.
From	To	
1897.	1897.	
April 1	April 1	. In Bombay dock undergoing repairs.
" 2	" 5	. Hauled out of dock and left for Karachi, arriving 5th.
" 6	" 25	. At moorings in Karachi Harbour.
" 26	May 6	. Left Karachi with Director and Political Agent, Southern Baluchistan with staff and escort for Mekran and Baluchistan Coasts, <i>re</i> quarantine operations. Repaired a fault in Karachi-Jask cable, and returned to Karachi, arriving 6th.
May 7	Aug. 23	. At moorings in Karachi Harbour.
Aug. 24	Sept. 2	. Left Karachi, and repaired a fault in Karachi-Jask cable, and returned to Karachi, arriving 2nd.
Sept. 3	Oct. 27	. At moorings in Karachi Harbour.
Oct. 28	" 31	. Left for Bombay, arriving 31st.
Nov. 1	Nov. 22	. In dock undergoing repairs.
" 23	" 26	. Hauled out of dock and left for Karachi, arriving 26th.
" 27	Dec. 6	. At moorings in Karachi Harbour.
Dec. 7	1898.	
	Jan. 19	. Left Karachi with Director-in-Chief, Director, and Electrician on annual inspection of the Persian Gulf Stations, and with reliefs and stores. Repaired faults in Bushire-Fao cable and Bushire shore end, and returned to Karachi, arriving 19th.
1898.		
Jan. 20	" 21	. At moorings in Karachi Harbour.
" 22	" 28	. Left Karachi with troops and mules for Pasni, and with a country boat in tow, and returned to Karachi, arriving 28th.
" 29	Feb. 5	. Left Karachi for Mekran coast on political and telegraph duties with line materials, and returned to Karachi, arriving 5th.
Feb. 6	" 14	. At moorings in Karachi Harbour.
" 15	" 20	. Left for Pasni with land-line stores, and returned to Karachi, arriving 20th.
" 21	Mar. 31	. At moorings in Karachi Harbour.
		ABSTRACT.
		Days.
		At moorings in Karachi Harbour . . . 244
		In Bombay Harbour and dock . . . 23
		At sea . . . 98
		TOTAL DAYS . . . 365

*Note reviewing the Administration Report of the Indo-European Telegraph Department for the year 1897-98.*

The following statement shows the financial results of working the Department during the past five years :—

Year.	Total Capital Outlay.	Gross Receipts.*	Expenditure.	Net Receipts.	PERCENTAGE OF	
					Net Receipts to Capital.	Expenditure to Gross Receipts.
	₹	₹	₹	₹	₹	₹
1893-94	1,14,46,190	13,50,856	8,60,608	4,90,248	4'28	63'7
1894-95	1,14,42,885	15,70,420	8,26,897	7,43,523	6'50	52'6
1895-96	1,14,89,206	16,70,081	8,17,450	8,52,631	7'42	48'9
1896-97	1,15,49,774	14,84,507	7,71,477	7,13,030	6'17	51'9
1897-98	1,15,35,814	15,40,153	7,81,981	7,58,172	6'57	50'77

\* This represents the revenue of the Department after adjustments made in accordance with the provisions of the Joint Purse arrangement.

The Capital Account was decreased by Rs. 13,961.

The total earnings of the Department show an increase of Rs. 55,646, as compared with the previous year. This is due to the fact that the traffic with India, which fell off considerably in 1896-97, more than recovered itself during the year under review. On the other hand, the traffic with places beyond India shows a slight decrease. The increase under miscellaneous revenue is due to larger sales of old cable core and other unserviceable stores.

The expenditure shows an increase of Rs. 10,504. This is mainly due to the large outlay on repairs to the Mekran Coast land lines necessitated after the destruction of the line by the Baluchis and the murder of Mr. Graves.

The net result is a profit of Rs. 7,58,172, which gives a dividend of 6'57 per cent. on the capital, against 6'17 per cent. in the previous year. When it is remembered that the capital of the Department is a very inflated one, and includes the cost of lines and cables which have long since been abolished, and sundry political charges, it will be seen that the dividends now earned are very satisfactory, and show that the lines are valuable from a commercial as well as from a political point of view.

The proportion of Indian traffic actually carried by the Indo-European route is still largely in excess of the proportion on which the Joint Purse was based, but the trans-Indian traffic is considerably less (*see* paragraphs 9 and 10 of the Report).

Australasian traffic shows a large falling-off during 1897-98, the total amount being 54,474*l.* less than in the previous year, and the Department's share is 1,384*l.* less than last year. The sum drawn out of the Purse is, however, 3,293*l.* more than the amount earned by the Department in 1889 when the Australasian Message Fund was formed.

The general working of the Department continues to be very satisfactory. Only one total interruption to traffic between Teheran and Karachi occurred during the year, and only lasted 22 hours 56 minutes. The cables and land lines are, considering their age, in a sound condition. The speed and accuracy of transmission are also satisfactory.

The murder of Mr. Graves and the rising of the Baluchis on the Mekran Coast were fully reported at the time. Considerable damage was done to the land lines during the latter disturbance, but the cables fortunately worked well, and the through traffic was not interfered with. The lines have now been repaired, and the districts appear to be more settled.

EDMUND NEEL,  
*Secretary, Public Works Department.*

13th December 1898.







SUPPLEMENT TO  
**The Gazette of India.**

No. 8.1      CALCUTTA, SATURDAY, FEBRUARY 25, 1899.

**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA,  
DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the week ending at 8 a.m. on  
Saturday, February 11th, 1899.**

The slight disturbance which had formed in Upper Sind at the close of the previous week lay over Rajputana on the morning of the 5th. A secondary depression began to form in the East Punjab during the day. This subsidiary depression was of moderate intensity but was the chief feature of the weather on the morning of the 6th. It filled up as rapidly as it formed during the day and high pressure conditions were re-established in North-Western India on the 7th. The primary or original disturbance advanced through Central India on the 6th, the eastern districts of the North-Western Provinces and Bihar on the 7th, Assam and Upper Burma on the 8th, and broke up or passed outside India during the next 24 hours.

A second disturbance passed into Baluchistan on the 8th from the plateau of Iran. It marched along the usual track of cold weather storms through Rajputana, on the 10th, into the Central districts of the North-Western Provinces on the 11th.

The two disturbances described above gave moderate rain in Baluchistan, light to moderate rain over the greater part of the Punjab, the Gangetic Plain, Berar and the Central Provinces and moderate to heavy snow in the North-West Himalayas.

Weather was fine throughout the week in Burma and the Peninsula, with the exception of Southern India, which obtained moderate rain from thunderstorms, chiefly on the 8th and 9th.

The mean temperature of the week was in moderate to considerable excess of the normal over nearly the whole of Northern and Central India and the Central Provinces, and approximately normal in Burma and the Peninsula. The excess was most pronounced in Rajputana ( $5^{\circ}$ ), Central India and the North-Western Provinces (each  $4\frac{1}{2}^{\circ}$ ).

**Daily Summary.**—*Sunday, February 5th.*—Pressure was unchanged in the Peninsula and differed very slightly from the normal of the day. It had increased briskly in Burma and North-Eastern India and was in slight to moderate



rate excess in that area. Pressure had given way briskly in Rajputana due to the transfer to that area of the disturbance which was forming in Upper Sind at the close of the previous week. Pressure had increased slightly in the rear of the depression in Upper Sind and was now from a twelfth to a tenth of an inch below the normal over the whole of Rajputana, Kathiawar and Upper Sind. Winds were from their normal cold weather directions in the Peninsula. They were light to unsteady in the Burmese Peninsula and Bengal and had shifted to easterly directions in the Gangetic Plain under the influence of the disturbance in Rajputana. Humidity had increased rapidly in Sind, Gujarat, Central India, Berar and the Central Provinces and at the hill-stations in Upper India. Skies were free from cloud in parts of Bengal, Burma and Southern India and more or less clouded in the remainder of the country. They were overcast in Baluchistan and Upper India. Light rain or snow had fallen in Baluchistan, Kashmir and the Punjab hill and submontane districts. The mean temperature of the previous 24 hours was more or less largely in excess of the normal in the North-Western Provinces, Rajputana, the Punjab, Central India, Berar, Bihar and Gujarat, in slight to moderate defect in the southern half of the Peninsula and practically normal in the remainder of India.

*Monday, February 6th.*—Pressure had increased to a slight extent in Baluchistan, Sind, Gujarat and West Rajputana and had decreased over nearly the whole of the remainder of the country. The fall was brisk in Bundelkhand and the neighbouring districts and brisk to rapid in Kashmir, the Punjab and the western and hill districts of the North-Western Provinces. The depression passing through Rajputana on the previous day was central in Bundelkhand. It was, however, obscured by the formation of a secondary depression in the East Punjab. Pressure was about a seventh of an inch below the normal in the two areas of depression. Winds were irregularly cyclonic in direction over the Punjab, Rajputana, Central India and the Gangetic Plain, but were light in force. Skies were overcast in the North-West Himalayas and heavily clouded in the Punjab and North-Western Provinces. Skies had cleared in Baluchistan. The double disturbance had occasioned light to moderate showers in Baluchistan, the Punjab and the western districts of the North-Western Provinces, and moderate snow in Kashmir and the Punjab Himalayas. Temperature had risen briskly in North-Eastern India and was higher than usual over the whole of the country, with the exception of the Deccan, Mysore and Madras where it was in slight to considerable defect, due chiefly to much lower day temperatures than usual. The excess in the area of increased temperature was most marked in the North-Western Provinces ( $9^{\circ}$ ), Central India ( $7^{\circ}$ ), Rajputana ( $6^{\circ}$ ) and the Punjab ( $4^{\circ}$ ) and was on the whole exhibited more largely in the night than the day temperature.

*Tuesday, February 7th.*—The secondary or the Punjab depression had broken up completely. The primary depression had, on the other hand, advanced eastwards into the eastern districts of the North-Western Provinces and become of less importance. Pressure had hence risen briskly to very rapidly in North-Western and Central India, thus re-establishing high pressure conditions in that area. A slight increase of pressure had also occurred in Burma, Bengal and the greater part of the Peninsula, and pressure was now more or less above the normal throughout the country, with the exception of Sind where it was in slight local defect. The excess was considerable to large in Burma and the Punjab and was most marked in the North Punjab where it was upwards of an eighth of an inch in amount. South-easterly winds held in Bihar and the eastern and central districts of the North-Western Provinces. Skies had cleared in North-Western and Central India but were more or less clouded in the Eastern districts of the North-Western Provinces, Bihar, Chota Nagpur and Bengal. Fairly general rain, light to moderate in amount, had been received in the East Punjab and the North-Western Provinces and some showers in Bihar, the Central Provinces and Central India. Moderate to heavy snow had fallen in the North-West Himalayas. A rapid reduction of temperature had occurred in the North-Western Provinces, Rajputana, Central India and the Punjab and a brisk to rapid increase in Bihar, Chota Nagpur, Mysore and Madras. The mean temperature of the previous 24 hours was  $5^{\circ}$  above the normal in Bihar and Chota Nagpur,  $4^{\circ}$  in Central India, Berar and the North-Western Provinces,  $3^{\circ}$  in Southern India, Mysore, the Central Provinces

and Sind, and  $2^{\circ}$  in Rajputana, the Punjab, Bengal and Assam. Elsewhere the variations were small and unimportant. Temperature was in large defect ( $8^{\circ}$  to  $9^{\circ}$ ) at Simla, Chakrata and Ranikhet.

*Wednesday, February 8th.*—Pressure had again increased briskly to rapidly in Sind, the Punjab and Kashmir, thus emphasizing the high pressure conditions obtaining in that area on the previous day. Pressure had on the other hand fallen to a slight extent in Burma, Assam, Bengal and Bihar due to the eastward advance of the residual disturbance which was in the eastern districts of the North-Western Provinces on the previous day. Pressure was beginning to give way in West Baluchistan on the outskirts of a cold weather disturbance advancing through East Persia. Light to moderate north-west winds had set in over the Punjab and Rajputana and were extending eastwards down the Gangetic Plain. Very strong winds were blowing at Cherat. Light variable airs and calms obtained in Bengal and ordinary easterly winds in the Peninsula. Skies had cleared in North-Eastern India but were moderately clouded in Southern India. Cloud was beginning to form in Baluchistan and the Punjab. Some heavy thundershowers had occurred in East Ceylon and Southern India, and a few light showers had fallen in Bihar and North Bengal. Temperature had increased  $9^{\circ}$  in Baluchistan and was  $12^{\circ}$  above the normal in that area during the past 24 hours. It had fallen  $5^{\circ}$  in Bihar and was normal in that area. The temperature conditions in the remainder of India were similar to those prevailing on the previous day.

*Thursday, February 9th.*—Pressure had decreased throughout the Indian area. The decrease was rapid in Sind and Kashmir and brisk in Baluchistan and the remainder of North-Western India. The disturbance which was in East Persia on the previous day was now crossing the North-West frontier into Upper Sind. Pressure was a twentieth of an inch in defect of the normal at Jacobabad and the depression was hence of very slight intensity. Pressure was normal in the Peninsula and in slight to moderate excess in Burma and North-Eastern India. Winds were light at the hill stations in Upper India and were falling off in the Gangetic Plain where they blew generally from westerly directions. Skies were overcast in Baluchistan, the Punjab and Kashmir and light to moderate rain had fallen in Baluchistan and some light showers in the West Punjab during the previous 24 hours. Local thundershowers had again occurred in Madras and Malabar where skies were overcast. Temperature had diminished rapidly in Baluchistan and was now  $7^{\circ}$  higher than usual in that area. Temperature had on the other hand increased slightly to briskly in Northern India and the northern half of the Peninsula, and was during the past day normal in the Madras Deccan, Orissa, Madras Coast, West Coast and Burma, and from  $2^{\circ}$  to  $5^{\circ}$  above the normal in the remainder of the country due to much higher night temperature than usual.

*Friday, February 10th.*—Pressure had recovered to a slight extent in Baluchistan and had again fallen in India and Burma. The fall was greatest in Rajputana in consequence of the advance to that area of the feeble disturbance passing through Upper Sind on the previous day. The depression was unchanged in character, pressure being as on the 9th only about a twentieth of an inch below the normal of the day in the central area. Winds from northerly directions obtained in the Punjab and light airs and calms in the Gangetic Plain. Winds were increasing in the Peninsula and were from their normal cold-weather directions. Skies had cleared in Baluchistan and were less clouded in the Punjab than on the previous day. They were overcast in Kashmir and more or less heavily clouded in Berar, Central India and the Western and Central districts of the Central Provinces. Baluchistan and the North and Central Punjab had obtained light to moderate rain and Berar and the Central Provinces some local thundershowers. Light snow had fallen in the Murree and Kashmir Hills.

Temperature had fallen  $3^{\circ}$  in Baluchistan and  $2^{\circ}$  in the Punjab, and was during the previous 24 hours in moderate excess in the former and normal in the latter area. The temperature conditions were practically unchanged in other districts.

*Saturday, February 11th.*—The barometric changes of the previous twenty-four hours were unimportant except in the areas affected by the depression.



Pressure had increased briskly in the area covered by the disturbance on the previous day and had fallen rapidly in the central districts of the North-Western Provinces to which area it had now been transferred. Pressure was in somewhat greater defect in the depression than on the previous day. Winds had shifted to southerly directions in Lower Bengal and Chota Nagpur and were of moderate intensity. Winds were cyclonic in direction in the depression but were light. Unusually strong winds prevailed at Cherat, their velocity being at the rate of 44 miles per hour at 8 A.M. Light to moderate north-westerly winds had appeared over Sind, Rajputana and the Punjab. The air was abnormally dry in Gujarat and West Rajputana, the lowest humidity recorded at 8 A.M. was only 6 per cent. at Mount Abu. Skies were more or less heavily clouded in the North-Western Provinces and Central Provinces and numerous light to moderate showers had occurred in these areas and in Bundelkhand, Baghelkhand and the North Punjab. Light snow had fallen in the Murree and Kashmir Hills and hail in the hill districts of the North Western Provinces. A very rapid reduction of temperature had occurred in Berar, thus reducing the temperature considerably below the normal in that area. The mean temperature of the past 24 hours averaged  $7^{\circ}$  above the normal in Rajputana,  $6^{\circ}$  in Chota Nagpur,  $5^{\circ}$  in Central India and the North-Western Provinces,  $4^{\circ}$  in Bihar and Bengal and  $2^{\circ}$  in Assam, Orissa and the Central Provinces. Temperature varied but slightly from the normal in other districts.

**Temperature.**—The mean temperature of the week was in general excess by amounts averaging  $2^{\circ}$  for the whole Indian land area. The only area in which the mean temperature of the month was lower than usual included the Madras Coast and Madras Deccan. The deficiency in that area was however small and of no importance. The excess of the mean temperature of the week over the normal was least marked in Burma, Orissa, West Coast, Bombay Deccan, Mysore and South India and was largest in amount in a belt stretching from Rajputana to Chota Nagpur in which it ranged between  $4^{\circ}$  and  $5^{\circ}$ . It may be noted that in the area of increased temperature the day temperature was almost as largely above the normal as the night temperature.

The following table gives mean temperature variation data of the week:—

PROVINCE.	VARIATION FROM NORMAL OF MEAN TEMPERATURE OF 24 HOURS PRECEDING 8 A.M. OF DATE							Mean variation of week.
	5th.	6th.	7th.	8th.	9th.	10th.	11th.	
	°	°	°	°	°	°	°	°
Burma . . . . .	—3'1	+0'2	+0'8	+0'6	+0'1	+0'3	+0'3	+0'3
Assam . . . . .	—0'5	+1'2	+1'7	+2'1	+3'7	+1'1	+2'1	+1'6
Bengal . . . . .	+0'5	+2'4	+1'6	+2'1	+3'9	+3'2	+3'7	+2'5
Orissa . . . . .	—1'5	+0'4	—0'3	—0'7	+1'1	+2'6	+1'9	+0'5
Bihar . . . . .	+2'7	+2'6	+5'2	+0'1	+3'4	+2'6	+4'1	+3'0
Chota Nagpur . . . . .	+1'2	+2'9	+5'1	+4'7	+5'2	+4'8	+6'1	+4'3
North-Western Provinces and Oudh . . . . .	+6'7	+9'0	+3'5	+3'7	+2'3	+1'8	+4'8	+4'5
Punjab . . . . .	+5'0	+4'0	+1'9	+2'3	+2'6	+0'4	+0'8	+2'4
Sind . . . . .	—1'3	+0'8	+3'1	+4'2	+4'8	+4'6	+2'3	+2'6
Rajputana . . . . .	+7'1	+6'3	+2'1	+3'2	+2'8	+4'9	+6'9	+4'8
Gujarat . . . . .	+2'9	+1'1	+0'5	+0'3	+3'7	+4'6	+1'0	+2'0
Central India . . . . .	+5'4	+6'8	+3'7	+3'3	+2'2	+5'0	+5'1	+4'5
Central Provinces . . . . .	+1'6	+3'3	+3'0	+2'8	+2'8	+4'5	+2'2	+2'9
Berar . . . . .	+3'6	+1'4	+3'5	+4'3	+4'8	+4'6	—3'7	+2'6
West Coast . . . . .	+1'0	+0'2	—0'4	—0'1	0	0	+0'3	+0'1
Bombay Deccan . . . . .	+0'8	—0'7	—1'1	0	+1'7	+2'6	+1'6	+0'7
Mysore . . . . .	—2'7	—1'7	+2'9	+2'8	+1'6	+0'9	+0'3	+0'6
Madras Coast . . . . .	—2'0	—2'3	—0'4	—0'5	+0'6	+1'1	—0'8	—0'6
Madras Deccan . . . . .	—1'2	—3'5	—0'7	+0'1	0	—0'2	—1'1	—0'9
South India . . . . .	—2'1	—1'9	+2'6	+3'2	+1'9	+1'6	+0'7	+0'9
Mean for whole of India . . . . .	+1'4	+1'6	+1'9	+1'9	+2'5	+2'6	+1'9	+2'0

**Rainfall.**—The conditions under which the precipitation of the week occurred have been fully indicated in the general summary. The rainfall returns show that practically or absolutely no rain fell during the week in Burma, Assam Surma and Hills, Bengal (excepting Central Bengal), the eastern districts of the North Western Provinces, the South and Central Punjab, Rajputana, Central India and the whole of the Peninsula north of Lat.  $12^{\circ}$  N. The deficiency over the greater part of the rainless area was however very slight as the normal fall of the period is small in amount. In the area of effective rainfall the average amounts received ranged from a tenth of an inch in Assam Brahmaputra to 2.34 inches in the Punjab Hills and differed but little from the normal in Central and North Bengal, Chota Nagpur, North Bihar, South Oudh, the South-East Punjab and the west of the North-Western Provinces. The fall of the week was in moderate excess of the normal in South Madras, Malabar, Coorg, Madras, South-Central, the North-Western Provinces Hills and West Submontane and Baluchistan and in large excess in the Punjab Hills which obtained 1.59 inches more than their normal quantity, viz., 0.75 inch.

The most noteworthy daily falls recorded during the week were 2.94 inches at Dehra Dun on the 7th, 2.84 inches at Trivandrum on the 9th and 2.25 inches at Dharamsala on the 7th and the principal totals 6.70 inches at Srivilliputtur (Tinnevely), 4.31 inches at Palampur (Kangra), 4.22 inches at Cochin (Malabar), 3.16 inches at Coonoor (Nilgiris) and Pithoragarh (Almora) and 3.09 inches at Dehra Dun.

The seasonal rainfall continues more or less in defect of the normal over the whole of the country with the exception of Bengal, Chota Nagpur, Bihar, Oudh, the eastern districts of the North-Western Provinces, Malabar, Coorg, South Madras and Madras South-Central. The deficiency is moderate to considerable in amount in Orissa, the western districts of the North-Western Provinces, the greater part of the Punjab and Baluchistan. It may be noted that no rain has fallen during the past six weeks in Sind and Rajputana areas which usually obtained light to moderate rain during the period.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING 11TH FEBRUARY 1899.			RAINFALL DATA FROM JANUARY 1ST TO FEBRUARY 11TH, 1899.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, January 1st to February 11th.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim	0	0'04	-0'04	0	0'07	-100
	2. Lower Burma Deltaic	0	0'07	-0'07	0	0'28	-100
	3. Central do.	0	0'05	-0'05	0	0'15	-100
	4. Upper do.	0	0'01	-0'01	0'12	0'18	-33
	5. Arakan	0	0	0	0	0'12	-100
BENGAL AND ASSAM	6. Eastern Bengal	0'07	0'24	-0'17	1'31	0'97	+35
	7. Assam Surma	0'01	0'25	-0'24	0'96	1'18	-19
	8. Do. Hills	0'05	0'21	-0'16	0'93	1'23	-24
	9. Do. Brahmaputra	0'10	0'29	-0'19	0'95	1'41	-33
	10. Deltaic Bengal	0'01	0'41	-0'40	0'90	1'03	-13
	11. Central do.	0'18	0'23	-0'05	1'80	0'76	+137
	12. North do.	0	0'06	-0'06	0'73	0'64	+14
	13. Bengal Hills	0	0'15	-0'15	1'64	1'15	+43
	14. Orissa	0'03	0'22	-0'19	0'08	0'70	-89
	15. Chota Nagpur	0'29	0'36	-0'07	1'30	1'10	+18
NORTH-WESTERN PROVINCES AND ODDH.	16. South Bihar	0'37	0'18	+0'19	2'26	0'89	+154
	17. North do.	0'15	0'13	+0'02	1'27	0'83	+53
	18. North-Western Provin- ces East	0'05	0'22	-0'17	1'16	0'86	+35
	19. South Oudh	0'14	0'08	+0'06	1'01	0'85	+19
	20. North do.	0'19	0'07	+0'12	0'99	0'96	+3
	21. North-Western Provin- ces Central	0'17	0'07	+0'10	0'38	0'67	-43
	22. North-Western Provin- ces West	0'12	0'11	+0'01	0'17	0'74	-77
	23. North-Western Provin- ces East Submon- tane	0'06	0'17	-0'11	1'06	0'77	+38
	24. North-Western Provin- ces West Submon- tane	0'71	0'34	+0'37	1'04	1'82	-43
	25. North-Western Provin- ces Hills	1'35	0'76	+0'59	2'54	3'34	-24
PUNJAB	26. South-East Punjab	0'17	0'11	+0'06	0'19	0'93	-80
	27. South do.	0'01	0'11	-0'10	0'01	0'85	-99
	28. Central do.	0'01	0'31	-0'30	0'32	1'60	-81
	29. Punjab Submontane	0'33	0'42	-0'09	0'39	2'02	-81
	30. Do. Hills	2'34	0'75	+1'59	3'12	4'15	-25
	31. North Punjab	0'66	0'43	+0'23	1'21	2'38	-49
	32. West do.	0'19	0'09	+0'10	0'35	0'64	-45
	33. Malabar	0'56	0'04	+0'52	0'78	0'39	+100
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	34. Madras South-Cen- tral	0'58	0'08	+0'50	0'58	0'31	+87
	35. Coorg	0'07	0'02	+0'05	0'07	0'33	+103
	36. Mysore	0'04	0'01	+0'03	0'04	0'08	-50
	37. Konkan	0	0	0	0	0'12	-100
	38. Bombay Deccan	0	0	0	0	0'07	-100
CENTRAL PROV- INCES AND BERAR.	39. Hyderabad North	...	...	...	...	...	...
	40. Khandesh	0'01	0	+0'01	0'01	0'11	-91
	41. Berar	0'26	0'01	+0'25	0'26	0'33	-21
	42. Central Provinces West	0'24	0'05	+0'19	0'24	0'59	-59
	43. Central Provinces Cen- tral	0'37	0'09	+0'28	0'38	0'72	-47
BOMBAY (NORTH).	44. Central Provinces East	0'22	0'08	+0'14	0'24	0'65	-63
	45. Gujarat	0	0	0	0	0'07	-100
	46. Kathiawar	0	0'04	-0'04	0	0'07	-100
	47. Sind	0'01	0'07	-0'06	0'01	0'53	-98
	48. Baluchistan Hills	0'83	0'51	+0'32	1'45	2'85	-49
RAJPUTANA AND CENTRAL INDIA.	49. Central India East	0'08	0'03	+0'05	0'20	0'49	-59
	50. Rajputana East, Cen- tral India West	0'01	0	+0'01	0'01	0'25	-96
	51. West Rajputana	0	0'02	-0'02	0	0'34	-100
MADRAS	52. East Coast North	0	0'05	-0'05	0'04	0'25	-85
	52-A. Do. do. (a)	0	0	0	0	0'09	-100
	53. Hyderabad South	0	0'02	-0'02	0	0'22	-100
	54. Madras Central	0	0	0	0	0'06	-100
	55. East Coast Central	0	0'03	-0'03	0'01	0'44	-98
	56. Do. South	0'16	0'15	+0'01	0'37	0'78	-53
	57. Madras South	0'01	0'20	+0'71	1'31	0'90	+46

HEM RAJ,

Offg. Asst. Meteorological Reporter  
to the Government of India.

SIMLA, the 16th February 1899.

T. W. HOLDERNESS,

Secretary to the Government of India.

GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

### Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 18th February.*—No rain fell during the week except very slight showers in Ganjam and Vizagapatam. The water-supply is generally sufficient. Some sowings are being made. The standing crops are generally in fair condition. The harvest is yielding a fair outturn. Pasturage is scarce, but fodder is generally sufficient. Prices are generally falling.

**Bombay.**—*For week ending 22nd February.*—The standing crops have been damaged by frost in parts of the Upper Sind Frontier and by rats in one taluka of Bijapur. American cotton has been blighted in two talukas of Dharwar. The harvesting of the late crops is progressing in seventeen and preparations for next season are being made in nine districts. Cotton-picking continues in parts of Guzerat and Kathiawar. Fodder is sufficient except in parts of Sind. Agricultural stock is healthy. Prices have risen in seven, have fallen in three districts, and are stationary elsewhere.

**Bengal.**—*For week ending 20th February.*—Slight rain fell during the week in almost every district of the Province, except those of the Orissa Division. The rain was accompanied by hail in places in Bihar, but not much damage to the crops is reported. The general prospects of the crops continue favourable. The spring crops are maturing, and poppy is coming into flower. Sugarcane-pressing is approaching completion. Spring rice is still being transplanted. Lands are being ploughed for autumn rice and jute. The fodder-supply is everywhere sufficient. The price of common rice continues almost stationary.

**North-Western Provinces and Oudh.**—*For week ending 22nd February.*—With the exception of slight showers in a few districts clear weather has prevailed generally. The standing crops are flourishing, and are being irrigated where necessary. The pressing of sugarcane continues and planting of the new sugarcane crops has commenced in parts. The poppy crop is thriving and promises well. Damage to crops by rats is reported from some districts. Prospects continue favourable. Supplies and fodder are sufficient. Prices show a slight fall in a few districts but are otherwise stationary or rising.

**Punjab.**—*For week ending 22nd February.*—More or less rain has fallen in the Umballa, Ferozepore, Mooltan, Lahore, Sialkote, Rawalpindi, Peshawar and Dera Ismail Khan districts. Pressing of sugarcane and ploughings for the extra spring crops continue. The standing crops have been generally benefited in the districts where rain has fallen recently. Crops on unirrigated areas are failing from drought in Delhi. The condition of the standing spring crops is generally good to average. The gram and rapeseed crops are being damaged by caterpillars and rust in Ferozepore, and the sugarcane crop has been damaged by frost in parts of Sialkote. Cattle are generally in good condition. Fodder is sufficient except in Delhi, Shahpur and parts of the Umballa districts. Prices, especially of wheat, are rising in Hissar and Sialkote, falling in Shahpur, Rawalpindi, Peshawar and Dera Ismail Khan and are unchanged elsewhere. Wheat is selling from  $15\frac{3}{4}$  to  $20\frac{1}{2}$ , gram 19 to 25, barley 19, bulrush millet 19 to 25, maize 25 to 34, great millet 25 and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 21st February.*—The weather is clear. The nights and mornings are cool but the days are becoming warm. The recent rain has benefited the late sowings in Mandla. The recent cloudy



weather has damaged the standing crops in Bhandara. The extent of the damage to crops caused by hail in Saugor and Seoni is being ascertained, otherwise prospects are unaltered. The threshing of the autumn crops has almost been completed and the pressing of sugarcane continues. The reaping of the winter crops is progressing. Employment for agricultural labour is scarce in the Haka tahsil of Damoh. Fodder is becoming scarce in the Bargarh tahsil of Sambalpur. The cheapest prices are—wheat  $19\frac{1}{2}$ , gram 30, rice 22, and *juar* 28 seers per rupee. The dearest prices are—wheat  $12\frac{1}{2}$ , gram 16, rice 11 and *juar* 20 seers per rupee.

**Burma.**—*For week ending 18th February.*—In Lower Burma threshing is nearing completion and winnowing is well advanced. Dry weather paddy has been sown in Tavoy. In Upper Burma cultivation of the dry weather crops is progressing and prospects continue fair or good. The price of paddy has risen from three to five per cent. in Rangoon and seven other districts of Lower Burma and ten per cent. in Thayetmyo and Pakokku. Prices are stationary elsewhere.

**Assam.**—*For week ending 21st February.*—Rain fell in most districts during the week. Land is being prepared for early rice in the Assam Valley districts and for low land rice in Sylhet. Gathering of mustard and pulses, pruning of tea and pressing of sugarcane are in progress. Prospects of the mustard crop are fair and of sugarcane and pulses generally good. Fodder is scarce in Cachar, the Naga, Khasi and Jaintia Hills and in parts of Sylhet. Water is insufficient in the Khasi and Jaintia Hills and in parts of Sylhet. Prices—common rice, Silchar 15 to  $15\frac{1}{4}$ , Sylhet, Dhubri, Gauhati and Tezpur 16, Nowgong 14, Sibsagar 13 and Dibrugarh  $13\frac{1}{2}$  seers per rupee.

**Mysore and Coorg.**—*For week ending 22nd February.*—**MYSORE:** The standing crops are in good condition. Paddy has been harvested in parts of Tumkur, Kolar, Mysore and Chitaldrug. Prices have fallen slightly in Bangalore, Hassan and Shimoga and risen in Kolar and Kadur.

**COORG:**—The threshing of rice and coffee-picking continue. Water and fodder for cattle are sufficient. Prices of food grains are stationary.

**Berar and Hyderabad.**—*For week ending 22nd February.*—**BERAR:** The weather is cool. Harvesting of the winter crops is in progress and ploughing of fields for the ensuing monsoon crops continues. A scarcity of fodder and water prevails in parts of the province. Prices are fluctuating.

**HYDERABAD:** No rain fell during the week. The harvesting of the spring crops is progressing. The winter rice crop is in fair condition. Prices are almost stationary. Prices—wheat  $9\frac{1}{4}$ , coarse rice  $10\frac{1}{2}$  and *jawari* 22 seers per current sicca rupee.

**Central India.**—*For week ending 22nd February.*—No rain fell in Central India during the week. Agricultural operations have been completed in Bundelkhand and are in progress elsewhere. The standing crops have been slightly damaged in Gwalior and Malwa, but are in good condition elsewhere. Agricultural stock is healthy and pasturage sufficient. Prices are above the normal in Bundelkhand and normal elsewhere. The condition of opium is good in Gwalior and Indore and fair in Malwa.

**Rajputana.**—*For week ending 22nd February.*—No rain fell during the week. Irrigation of crops continues. Their condition is generally good but slight damage by frost is reported from Ajmere-Merwara and by hail from Kerowlee. Cattle are generally in good condition. Fodder is still scarce in parts of Sirohi, Marwar, Kherwara, Meywar, Haraoti, Ajmere, Jeypore and Bikanir. Prices are rising in Ajmere and five States, falling in Jeysulmere and steady elsewhere. Emigration from the distressed Ajmere villages and from Merwara continues: 79 persons emigrated during the week. The total emigration up to date amounts to 4,115 persons. The numbers employed on

relief works were—3,962 in Merwara and 1,067 in Marwar. Prices—Ajmere 19, Beawar 22, and Marwar 15 seers per rupee.

**Kashmir.**—*For week ending 21st February.*—The weather has been cloudy but is now fine. Prices continue below normal. The price of rice is 27 seers per rupee.

**JAMMU PROVINCE:**—*For week ending 22nd February.*—No rain fell during the week. The condition of the standing crops is fair. Fodder is sufficient. Prices are falling slightly, wheat selling at 18 and maize 25 seers per rupee.

**Nepal.**—*For week ending 18th February.*—Rainfall 0·16. The weather is sunny and clear. The price of rice is 8½ seers per rupee.

T. W. HOLDERNESS,  
*Secretary to the Government of India.*



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE 1st HALF OF JANUARY 1898 AND 1899.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Burma—*</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	24'52	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	20'9	...	50'38	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	...	...	26'67	...	35'36	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	30'19	...	...	...	...	...	...	...	...	...
Bassein . . . . .	...	...	29'5	...	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Henzada . . . . .	...	...	22'78	...	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	29'63	...	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	...	...	30'49	...	26'77	...	...	...	...	...	...	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	28'19	...	...	...	...	...	...	...	14'81	...
<i>Arakan—</i>												
Kyaukpyu . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	26'46	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brahmaputra—</i>												
Goalpara . . . . .	11'87	20	25	40	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	24'37	33'33	...	...	...	...	...	...	...	...
<b>Bengal—*</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	25	30	...	...	...	...	...	...	...	...
Dacca . . . . .	...	...	23'75	36'25	28'75	48'75	...	...	15	30	...	...
<i>Deltaic—</i>												
Midnapur . . . . .	...	...	22'5	30	...	...	...	...	...	...	...	...
Calcutta . . . . .	...	...	30	45	27'5	42'5	...	...	20	30	20'62	25
<i>Central—</i>												
Bardwan . . . . .	...	...	25	30'62	...	...	...	...	...	...	...	...
Pabna . . . . .	...	...	22'19	35	24'22	50	...	...	...	...	...	...
<i>Northern—</i>												
Rangpur . . . . .	...	...	23'75	32'5	30	50	...	...	...	...	...	...
<i>Orissa—</i>												
Cuttack . . . . .	...	...	22'66	23'44	31'87	46'25	...	...	...	...	...	...
<i>Bihár, south—</i>												
Patna . . . . .	...	...	18'12	25	19'06	32'5	...	...	10'62	22'5	15'62	20
<i>Bihár, north—</i>												
Bhagalpur . . . . .	...	...	22'19	26'25	22'19	35	...	...	12'81	26'25	...	...
Muzaffarpur . . . . .	...	...	26'56	28'44	25	38'12	...	...	11'41	20	...	...
<b>N.-W. Provinces—</b>												
<i>Eastern—</i>												
Benares . . . . .	14'69	21'67	25'62	36'2	22'92	38'33	27'66	44'17	15'21	25'78	16'46	23'54
<i>Central—</i>												
Cawnpore . . . . .	14'79	20	26'67	36'35	23'54	35'57	27'13	38'07	14'27	20	14'06	19'27
Jhansi . . . . .	14'79	21'87	31'98	39'06	25	37'19	29'63	44'06	14'17	19'69	13'23	18'44
<i>Western—</i>												
Meerut . . . . .	...	...	33'33	...	22'24	35	25'78	...	...	...	...	...
Agra . . . . .	...	...	37'5	42'19	23'12	36'25	28'75	...	13'75	19'84	14'37	19'33
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	13'33	...	24'58	34'06	20'83	32'66	...	...	12'08	19'27	...	...
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow . . . . .	12'5	21'98	23'91	36'35	22'19	35'16	25'78	40	12'5	25'83	14'27	21'04
<i>Northern—</i>												
Fyzabad . . . . .	14'53	20	33'33	...	21'56	35'94	...	...	...	23'75	24'22	20'94

\* The figures under "Rice, husked" represent the prices of common rice.

(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAGI.		MAIZE.		GRAM.		ARHAR DÁL.		GHI.		DISTRICTS.	
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.		
...	...	...	...	...	...	...	...	...	...	...	...	Burma—	
...	...	...	...	...	...	57°64	...	...	...	...	...	Tenasserim—	
...	...	...	...	...	...	35°75	...	50°38	...	...	...	Mergui.	
...	...	...	...	...	...	...	...	...	...	...	...	Tavoy.	
...	...	...	...	...	...	...	...	...	...	...	...	Moulmein and Amherst.	
...	...	...	...	...	...	27°59	...	38°1	...	...	...	Pegu (deltaic)—	
...	...	...	...	...	...	...	...	...	...	...	...	Rangoon.	
...	...	...	...	...	...	...	...	...	...	...	...	Thongwa.	
...	...	...	...	...	...	37°88	...	...	...	...	...	Bassein.	
...	...	...	...	...	...	...	...	60°42	...	...	...	Pegu (inland)—	
...	...	...	...	...	...	38°1	...	...	...	...	...	Henzada.	
...	...	...	...	...	...	...	...	...	...	...	...	Toungoo.	
...	...	...	...	...	...	19°88	...	...	...	...	...	Upper Burma—	
...	...	...	...	...	...	...	...	...	...	...	...	Mandalay.	
...	...	...	...	...	...	...	...	...	...	...	...	Bamo.	
...	...	...	...	...	...	20	...	55°63	...	...	...	Pakokku.	
...	...	...	...	...	...	...	...	...	...	...	...	Arakan—	
...	...	...	...	...	...	43°86	...	65°36	...	...	...	Kyaukpyu.	
...	...	...	...	...	...	...	...	...	...	...	...	Akyab.	
...	...	...	...	...	...	...	...	...	...	...	...	Assam—	
...	...	...	...	...	...	...	...	...	...	...	...	Brahmaputra—	
...	...	...	...	...	...	...	...	...	...	...	...	Goalpara.	
...	...	...	...	...	...	...	...	...	...	...	...	Gauhati.	
...	...	...	...	...	...	32°5	55	...	...	400	400	Bengal—	
...	...	...	...	...	...	25	42°5	25	60	420	350	Eastern—	
...	...	...	...	...	...	...	...	...	...	...	...	Chittagong.	
...	...	...	...	...	...	...	...	...	...	...	...	Dacca.	
...	...	...	...	...	...	...	...	...	...	350	320	Deltaic—	
...	...	...	...	...	...	...	...	...	...	...	...	Midnapur.	
22°5	25	...	...	13°75	22°5	22°5	43°75	30	35	330	330	Calcutta.	
...	...	...	...	...	...	20	45	31°25	52°5	320	300	Central—	
...	...	...	...	...	...	24°06	50	18°12	37°19	550	360	Bardwan.	
...	...	...	...	...	...	...	...	...	...	...	...	Pabna.	
...	...	...	...	15	25	20	47°5	40	70	340	300	Northern—	
...	...	...	...	...	...	20°94	24°22	19°06	30°47	360	360	Rangpur.	
...	...	...	...	...	...	...	...	...	...	...	...	Orissa—	
...	...	...	...	...	...	...	...	...	...	...	...	Cuttack.	
...	...	...	...	15	10°62	19°06	15	34°37	15	27°5	270	260	Bihar, south—
...	...	...	...	...	...	...	...	...	...	...	...	Patna.	
...	...	...	...	10°94	19°06	16°87	40	19°37	44°37	310	280	Bihar, north—	
...	...	14°53	...	13°28	20	15°94	37°5	25	30	304°69	266°56	Bhagalpur.	
...	...	...	...	...	...	...	...	...	...	...	...	Muzaffarpur.	
...	...	...	...	...	...	...	...	...	...	...	...	N.-W. Provinces—	
17°5	25°57	...	...	13°85	25	16°98	39°06	24°95	55°83	309°27	293°33	Eastern—	
...	...	...	...	...	...	...	...	...	...	...	...	Benares.	
15°36	20°78	...	...	12°13	18°59	16°67	30°78	20	42°13	278°28	255°99	Central—	
13°91	18°59	...	...	11°67	18°28	15°30	32°03	22°86	...	266°67	245	Cawnpore.	
...	...	...	...	...	...	...	...	...	...	...	...	Jhansi.	
...	...	...	...	14°53	...	19°01	36°25	...	...	290°88	...	Western—	
16°56	21°09	...	...	13°44	...	16°56	35°62	22°5	56°25	270	266°56	Meerut.	
...	...	...	...	...	...	...	...	...	...	...	...	Agra.	
14°11	20°47	...	...	...	...	15°83	...	...	...	290	265	Submontane, west—	
...	...	...	...	...	...	...	...	...	...	...	...	Shahjahanpur.	
14°79	22°19	...	...	12°5	21°98	19°01	40	21°56	...	290	270	Oudh—	
...	...	...	...	...	...	...	...	...	...	...	...	Southern—	
...	...	...	...	...	...	...	...	...	...	...	...	Lucknow.	
...	...	...	...	13°8	21°56	18°59	34°02	20	...	295	255°62	Northern—	
...	...	...	...	...	...	...	...	...	...	...	...	Fyzabad.	



## WHOLESALE PRICES FOR THE 1st HALF OF JANUARY 1898 AND 1899—continued.

DISTRICTS.	GŌR.		SALT.		TOBACCO LEAF.		TURMERIC.		GRASS.		STRAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	28'19	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	25'09	...	...	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	...	...	19'05	...	...	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	24'91	...	...	...	...	...	...	...	...	...
Bassein . . . . .	...	...	22'61	...	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Henzada . . . . .	...	...	24'62	...	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	28'19	...	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	24'71	...	...	...	...	...	...	...	...	...
<i>Arakon—</i>												
Kyaukpyu . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	44'44	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brahmaputra—</i>												
Goalpara . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	35	40	100	100	...	...	...	...	...	...
Dacca . . . . .	...	...	36'25	37'5	70	65	...	...	2'5	2'5	...	...
<i>Deltaic—</i>												
Midnapur . . . . .	...	...	35	36'87	60 and 82'5	47'5 and 62'5	...	...	...	...	1'56	1'2
Calcutta . . . . .	...	...	33'75	35'62	60	70	...	...	8'75	7'5	6'25	5'62
<i>Central—</i>												
Bardwan . . . . .	...	...	33'12	33'75	...	...	...	...	...	...	2'5	2'5
Panna . . . . .	...	...	38'75	39'06	75	70	...	...	...	...	7'5	7'5
<i>Northern—</i>												
Rangpur . . . . .	...	...	40	40	80	60	...	...	3'75	1'7(a)	5	1'7(a)
<i>Orissa—</i>												
Cuttack . . . . .	...	...	30	31'25	45	80	...	...	5'57	5'56	...	2'83
<i>Bihār, south—</i>												
Patna . . . . .	...	...	35	36'25	30	30	...	...	2'5	3'12	2'5	...
<i>Bihār, north—</i>												
Bhāgalpur . . . . .	...	...	38'75	40	42'5	40	...	...	...	...	...	...
Muzaffarpur . . . . .	...	...	30'25	36'25	100	100	...	...	...	...	...	...
<b>N.-W. Provinces—</b>												
<i>Eastern—</i>												
Benares . . . . .	31'2	38'59	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Cawnpore . . . . .	33'33	40	...	...	52'5	65	117'5	100	...	...	...	...
Jhānsi . . . . .	40	40	...	...	...	...	...	...	...	...	...	...
<i>Western—</i>												
Meerut . . . . .	34'79	36'25	...	...	...	...	...	...	...	...	...	...
Agra . . . . .	37'5	40	...	...	40 to 80	...	100	...	5	...	3'33	...
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	30'78	39'06	...	...	...	...	140 and 145	105 and 110	...	...	...	...
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow . . . . .	31'98	40	...	...	72'5	75	...	...	3'12	3'75	2'5 and 4'01	5
<i>Northern—</i>												
Fyzabad . . . . .	28'59	...	...	...	...	...	...	...	...	2'81	...	...

(a) Per bundle.

(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

JAWAR STALKS.		BHUSA.		SHEEP, PER SCORE.		GOATS, PER SCORE.		PLOUGH BULLOCKS, PER PAIR.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
										Burma— <i>Tenasserim—</i> Mergui. Tavoy. Moulmein and Amlherst.
										Pegu ( <i>deltatic</i> )— Rangoon.
										Thongwa.
										Bassein.
										Pegu ( <i>inland</i> )— Henzada. Toungoo.
										Upper Burma— Mandalay. Bamo. Pakölku.
										Arakan— Kyaukpnyu. Akyab.
										Assam— <i>Brahmaputra—</i> Goalpara. Gauhati.
										Bengal— <i>Eastern—</i> Chittagong. Dacca.
										<i>Deltatic—</i> Midnapur.
										Calcutta.
										<i>Central—</i> Bardwan. Patna.
										Northern— Rangpur.
										Orissa— Cuttack.
										Bihar, south— Patna.
										Bihar, north— Bhagalpur. Muzaffarpur.
										N.-W. Provinces— <i>Eastern—</i> Benares.
										<i>Central—</i> Cawnpore. Jhansi.
										<i>Western—</i> Meerut.
3'33				60	60			60	70	Agra.
				45	42·5			80 to 100		Submontane, western— Shahjahanpur.
				40 to 90	40 to 90			15 to 50	25 to 50	Oudh— <i>Southern—</i> Lucknow.
	3'12			35	35					<i>Northern—</i> Fyzabad.



## WHOLESALE PRICES FOR THE 1st HALF OF JANUARY 1898 AND 1899—continued.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAW	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Rajputana—</b>												
<b>Eastern—</b>												
Ajmere . . . . .	33'33	33'33	...	...	29'63	39'06	...	...	21'09	25	20	22'10
<b>Panjab—</b>												
<b>Southern—</b>												
Ferozpur . . . . .	15'36	17'5	40	85	21'04	34'37	25'62	38'75	12'5	20	15'99	20
<b>Central—</b>												
Lahore . . . . .	16'09	25	28'59	39'06	21'09	31'98	24'43	35'62	21'3	23'12	15'26	20'28
<b>South-eastern—</b>												
Delhi . . . . .	20	25	30'78	36'35	22'24	36'35	26'67	41'04	15'36	21'04	16'3	20
<b>Submontane—</b>												
Amritsar . . . . .	16'3	25'78	31'98	45'73	19'53	30'78	23'18	34'06	...	...	...	21'04
<b>Northern—</b>												
Rawalpindi . . . . .	16'67	30	47'66	57'45	22'19	31'41	26'25	33'75	12'92	21'04	11'25	21'04
<b>Western—</b>												
Multan . . . . .	12'86	18'12	44'22	37'97	24'58	35'52	30'16	37'97	14'84	23'44	13'75	24'22
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	...	30'62	42'5	28'12	37'81	...	...	20'16	27'5	18'44	23'44
Shikarpur . . . . .	...	...	...	...	24'69	34'84	...	...	...	21'87	...	20'62
Quetta . . . . .	...	...	...	...	26'25 to 28'75	40	60	65	20'62	28'75	17'5	27'5
<b>Bombay—</b>												
<b>Deccan—</b>												
Dharwar . . . . .	...	...	...	...	24'53	40'21	...	...	...	...	...	10'43
Sholapur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Poona . . . . .	...	...	...	37'5	...	...	...	...	...	...	...	...
<b>Khandesh—</b>												
Ahmadnagar . . . . .	...	...	...	...	29'84	...	...	...	...	...	...	...
Dhulia . . . . .	...	...	...	...	...	...	...	...	...	...	14'79	...
<b>Gujarat—</b>												
Surat . . . . .	...	...	...	...	34'58	...	...	...	...	...	15'83	25'94
Ahmadabad . . . . .	21'25	28'75	32'5	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
<b>Western—</b>												
Nagpur . . . . .	...	...	28	28	29	34	34'75	...	...	...	16'5	21
<b>Central—</b>												
Jubbulpore . . . . .	20	21'06	21'06	28'56	25'81	38'06	27'56	42'12	...	...	16	20
<b>Eastern—</b>												
Raipur . . . . .	...	...	20	30	23	36	31	50	...	...	...	...
<b>Berar—</b>												
Basim . . . . .	...	...	...	...	35'72	52'68	...	...	...	...	12'5	23'32
Ellichpur . . . . .	...	...	61'53	66'66	40	53'33	50	57	...	...	15'37	22'25
Amraoti . . . . .	...	...	40	50	36'36	53'12	44'44	56'87	...	...	13'33	22'19
<b>Madras—</b>												
<b>South, central—</b>												
Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	23	28'8
Salem . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central—</b>												
Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	15'5	29'8
Cuddapah . . . . .	18'5	27'9	35'6	47	...	...	...	...	...	...	17'4	29'7
Karnul . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>East Coast, central—</b>												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>East Coast, south—</b>												
Madras . . . . .	17'1	28'8	34'7	48	...	...	...	...	...	...	...	...
Tanjore . . . . .	19'5	28'4	27'3	52'1	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Southern—</b>												
Madura . . . . .	...	...	...	...	...	...	...	...	...	...	21'1	30'5
<b>Mysore—</b>												
Mysore . . . . .	21'18	24'2	32'91	43'88	39'19	62'69	46'63	101'48	...	...	18'29	20'11
Bangalore . . . . .	15	19'6	40	54'87	43	58'8	55'5	54'88	...	...	23'5	23'51

The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAGI.		MAIZE.		GRAM.		ARHAR DÁL.		GHI.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
24'06	26'72	...	...	20	24'06	24'06	40	...	...	320	320	Rajputana— Eastern— Ajmere.
20	20'62	...	...	14'27	19'69	16'15	33'12	36'35	56'87	295	310	Panjab— Southern— Ferozpur.
16'98	25	...	...	12'81	22'19	16'82	32'66	30'78	56'09	320	328'44	Central— Lahore.
18'59	20	...	...	14'53	21'04	19'06	36'35	27'6	47'03	312'81	320	South-eastern— Delhi.
...	...	...	...	...	21'04	15'68	34'79	...	...	...	...	Submontane— Amritsar.
16'56	23'44	...	...	13'75	22'19	17'81	35	33'33	60'36	278'28	290'94	Northern— Rawalpindi.
16'67	25	...	...	13'23	22'19	20	37'97	...	...	320	320	Western— Multan.
20'31	26'25	...	...	...	...	23'91	37'08	37'5	65	340	350	Sind and Baluchistan— Karachi.
...	...	...	...	...	...	19'27	33'75	...	...	...	316'25	Shikarpur.
...	...	...	...	22'5	31'56	...	...	47'5	...	{ 280 to 320 }	330	Quetta.
...	...	...	...	...	...	25'99	...	...	...	...	...	Bombay— Deccan— Dharwar.
16'56	...	...	...	...	...	24'63	47'81	...	...	...	...	Sholapur.
20'31	...	...	...	...	...	...	...	...	...	...	...	Poona.
19'95	...	...	...	...	...	21'61	...	...	...	...	...	Khandesh— Ahmadnagar.
19'84	...	...	...	...	...	...	...	...	...	...	...	Dhulia.
21'61	...	...	...	...	...	...	...	...	...	...	...	Gujarat— Surat.
22'5	...	...	...	...	...	...	...	23'75	...	...	...	Ahmadabad.
...	...	...	...	...	...	20	34	26	34	333'31	318	Central Provinces— Western— Nagpur.
...	...	...	...	...	...	16'69	33'31	25'81	50	260	245	Central— Jubbulpore.
...	...	...	...	...	...	15	42	20	62	270	260	Eastern— Raipur.
...	...	...	...	...	...	...	...	...	...	...	...	Berar— Basim.
25	40	...	...	...	...	29'62	50	29'62	61'5	360	320	Ellichpur.
16'67	28'75	...	...	...	...	25	44'37	26'67	50	290	300	Amraoti.
...	...	...	...	...	...	39'2	56'9	...	...	380'4	400	Madras— South, central— Coimbatore.
...	...	21'1	22'7	...	...	...	...	28'2	28'1	316'8	351'4	Salem.
...	...	...	...	...	...	29'6	68	...	...	269'8	364'6	Central— Bellary.
18'4	27	...	...	...	...	...	...	...	...	238'4	300	Cuddapah.
...	...	...	...	...	...	...	...	...	...	...	...	Karnul.
...	...	19	30'3	...	...	...	...	17'8	35'6	...	...	East Coast, central— Nellore.
...	...	...	...	...	...	28'2	59'8	...	...	279'7	329'1	East Coast, south— Madras.
...	...	15'7	26	...	...	...	...	...	...	...	...	Tanjore.
...	...	...	...	...	...	...	...	...	...	...	...	Trichinopoly.
22'7	31	...	...	...	...	...	...	29'9	31	...	...	Southern— Madura.
...	...	24'49	21'55	...	...	13'44	27'71	68'07	68'07	324'5	331'87	Mysore— Mysore.
...	...	15'08	24'82	...	...	23'06	37'24	52	47'04	394	411'3	Bangalore.



## WHOLESALE PRICES FOR THE 1st HALF OF JANUARY 1893 AND 1899—concluded.

DISTRICTS.	GUR.		SALT.		TOBACCO LEAF.		TURMERIC.		GRASS.		STRAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Rajputana—</b>												
<b>Eastern—</b>												
Ajmere . . . . .	47'81	50	...	...	...	...	...	...	10	5	10	5
<b>Panjab—</b>												
<b>Southern—</b>												
Ferozpur . . . . .	...	...	...	...	50	50	133'33	115	3'28	3'75	3'28	5
<b>Central—</b>												
Lahore . . . . .	...	...	...	...	53'33	57'13	110'31	114'27	8'02	10	4'43	6'25
<b>South-eastern—</b>												
Delhi . . . . .	...	...	...	...	80	80	123'07	123'07	7'97	5'73	7'97	10
<b>Submontane—</b>												
Amritsar . . . . .	...	...	...	...	...	...	...	...	...	...	4'01	5
<b>Northern—</b>												
Rawalpindi . . . . .	...	...	...	...	40	40	123'12	100	4'01	5	5	6'41
<b>Western—</b>												
Multan . . . . .	...	...	...	...	100	100	145'47	133'33	3'96	3'33	5	6'67
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	60	70	...	...	...	130	125	105	...	...	...	...
Shikarpur . . . . .	38'12	40	...	...	...	...	...	...	...	...	...	...
Quetta . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bombay—</b>												
<b>Deccan—</b>												
Dharwar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Sholapur . . . . .	51'82	...	...	...	...	...	...	...	...	...	...	...
Poona . . . . .	52'66	...	...	...	...	...	...	...	...	...	...	...
<b>Khandesh—</b>												
Ahmadnagar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Dhulia . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Gujarat—</b>												
Surat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ahmadabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
<b>Western—</b>												
Nagpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central—</b>												
Jubbulpore . . . . .	...	...	39	38'56	60	60	140	120	...	...	...	...
<b>Eastern—</b>												
Raipur . . . . .	...	...	42	42	130	180	115	100	...	...	...	...
<b>Berar—</b>												
Basim . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ellichpur . . . . .	...	...	...	...	200	320	130	70'28	4	3	...	...
Amraoti . . . . .	...	...	...	...	120	200	125	105	31(a)	22(a)	...	...
<b>Madras—</b>												
<b>South, central—</b>												
Coimbatore . . . . .	57'6	85'2	...	...	...	...	...	131'3	...	...	...	...
Salem . . . . .	...	...	...	...	119'8	111'3	95'9	44'2	...	...	6	6'6
<b>Central—</b>												
Bellary . . . . .	55'6	63'4	...	...	...	...	...	...	...	...	...	...
Cuddapah . . . . .	...	...	...	...	...	...	115'2	66'7	...	...	...	...
Karnul . . . . .	...	...	...	...	52'7	66'7	131'6	123	...	...	...	...
<b>East Coast, central—</b>												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	5'1	5'1
<b>East Coast, south—</b>												
Madras . . . . .	55'9	57'6	...	...	139'9	131'7	98'8	57'6	...	...	...	...
Tanjore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	118'3	118'3	...	...	...	...	...	...
<b>Southern—</b>												
Madura . . . . .	...	...	...	...	106'8	111'7	...	...	...	...	4'3	5'4
<b>Mysore—</b>												
Mysore . . . . .	68'56	66'61	...	...	374	374	155'83	124'67	10'71	10'71	7'14	7'14
Bangalore . . . . .	49	68'55	...	...	332'5	342'75	110'94	85'69	8'25	3'5	10'5	13'71

(a) Per 100 pulleys weighing on an average 138 lbs.

The figures represent prices per ten maunds in rupees and decimals of a rupee.)

JAWAR STALKS.		BHUSA.		SHEEP, PER SCORE.		GOATS, PER SCORE.		PLOUGH BULLOCKS, PER PAIR.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
3'33	5	...	...	140	140	...	...	80	80	Rajputana— Eastern— Ajmere.
4'01	3'12	...	...	50	50	...	...	75	75	Panjab— Southern— Ferozpur.
...	...	...	...	100	100	...	...	112'5	105	Central— Lahore.
7'97	5	...	...	60	60	...	...	125	125	South-eastern— Delhi.
...	...	...	...	...	...	...	...	...	...	Submontane— Amritsar.
4'01	6'67	...	...	60	55	...	...	60	60	Northern— Rawalpindi.
5'68	4'01	...	...	50	50	...	...	70	70	Western— Multan.
...	...	...	...	...	...	...	...	...	...	Sind and Baluchistan—
...	...	...	...	...	...	...	...	...	...	Karachi.
...	...	...	...	...	...	...	...	...	...	Shikarpur.
...	...	7'5 and 8'12	9'37	40 to 140	40 to 140	...	...	...	...	Quetta.
...	...	...	...	...	...	...	...	...	...	Bombay—
...	...	...	...	...	...	...	...	...	...	Deccan—
...	...	...	...	...	...	...	...	...	...	Dharwar.
...	...	...	...	...	...	...	...	...	...	Sholapur.
...	...	...	...	...	...	...	...	...	...	Poona.
...	...	...	...	...	...	...	...	...	...	Khandesh—
...	...	...	...	...	...	...	...	...	...	Ahmadnagar.
...	...	...	...	...	...	...	...	...	...	Dhulia.
...	...	...	...	...	...	...	...	...	...	Gujarat—
...	...	...	...	...	...	...	...	...	...	Surat.
...	...	...	...	...	...	...	...	...	...	Ahmadabad.
...	...	...	...	...	...	...	...	...	...	Central Provinces—
...	...	...	...	60	60	...	...	70	70	Western— Nagpur.
...	...	...	...	40	37	...	...	42	27	Central— Jubbulpore.
...	...	...	...	...	...	...	...	...	...	Eastern— Raipur.
...	...	...	...	...	...	...	...	...	...	Berar—
...	...	...	...	...	...	...	...	...	...	Basim.
3	4	...	...	50	50	...	...	60	90	Ellichpur.
3'5(a)	2'5(a)	...	...	50	50	...	...	80	90	Amraoti.
...	...	...	...	...	...	...	...	...	...	Madras—
2'5	2'5	...	...	85	85	85	85	60	60	South, central— Coimbatore.
...	...	...	...	80	80	80	80	...	...	Salem.
3'3	...	...	...	100	120	100	120	100	140	Central— Bellary.
...	...	...	...	...	...	...	...	...	...	Cuddapah.
...	...	...	...	...	...	...	...	...	...	Karnul.
...	...	...	...	...	...	...	...	...	...	East Coast, central— Nellore.
...	...	...	...	55	55	55	55	...	...	East Coast, south— Madras.
...	...	...	...	80	...	80	...	...	...	Tanjore.
...	...	...	...	...	...	...	...	...	...	Trichinopoly.
...	...	...	...	...	...	...	...	40	40	Southern— Madura.
...	...	...	...	...	...	...	...	...	...	Mysore—
3'29	2'96	...	...	100	100	...	...	70	70	Mysore.
...	...	...	...	200	160	...	...	145	120	Bangalore.

(a) Per 100 pullies weighing on an average 748 lb.

FINANCE AND COMMERCE DEPARTMENT.

February 23, 1899.

J. A. ROBERTSON,

Offg. Director-General of Statistics.

H. H. RISLEY,

Offg. Secretary to the Government of India.

C



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE 1st HALF OF JANUARY 1899. (*The figures represent*

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLUM ( <i>Sorghum vulgare</i> ).		BAJRA OR CUMBU ( <i>Penicillaria spicata</i> ).	
					Best sort.		Common.					
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	...	...	12 —	12 —	12 14	12 14	...	...	...	...
Tavoy . . . . .	...	...	...	...	13 7	13 7	15 13	15 13	...	...	...	...
Moulmein and Amherst . . . . .	7 —	7 —	...	...	10 3	10 3	12 3	12 3	...	...	...	...
<i>Pegu (deltaic)—</i>												
Pegu . . . . .	...	...	...	...	10 2	10 2	14 3	14 3	...	...	...	...
Rangoon . . . . .	10 4	9 —	...	...	11 —	11 —	14 —	14 —	...	...	...	...
Thongwa . . . . .	...	...	...	...	11 5	11 6	11 15	11 14	...	...	...	...
Bassein . . . . .	...	...	...	...	12 7	13 —	12 15	13 9	...	...	...	...
<i>Pegu (inland)—</i>												
Tharawadi . . . . .	...	...	...	...	11 11	12 5	14 —	16 7	...	...	...	...
Henzada . . . . .	...	...	...	...	12 7	13 14	14 6	13 14	...	...	...	...
Frome . . . . .	...	...	...	...	10 12	9 15	13 5	14 12	...	...	...	...
Toungoo . . . . .	...	...	...	...	11 3	14 9	12 6	18 9	...	...	...	...
Thayetmyo . . . . .	13 6	13 6	...	...	11 10	11 10	15 5	15 5	39 3	39 3	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	13 14	13 3	...	...	11 6	11 6	11 —	11 13	...	...	...	...
Bamo . . . . .	...	...	...	...	11 2	11 2	13 6	13 6	...	...	...	...
Pakokku . . . . .	...	...	...	...	10 10	10 10	12 5	12 —	27 —	61 10	...	...
Meiktila . . . . .	...	...	...	...	13 2	13 2	17 8	17 8	22 15	56 14	...	...
<i>Arakan—</i>												
Sandoway . . . . .	...	...	...	...	19 1	16 12	24 11	23 5	...	...	...	...
Kyaukpyu . . . . .	...	...	...	...	12 —	12 4	13 —	13 1	...	...	...	...
Akyab . . . . .	...	...	...	...	14 —	15 —	15 —	16 —	...	...	...	...
<b>Assam—</b>												
<i>Surma—</i>												
Sylhet . . . . .	...	...	...	...	13 5	10 —	16 7	14 8	...	...	...	...
Cachar . . . . .	8 —	8 —	...	...	7 12	7 9	13 14	10 11	...	...	...	...
<i>Hill tracts—</i>												
Khási and Jaintia Hills . . . . .	5 —	5 —	...	...	5 —	5 —	7 —	6 8	...	...	...	...
Garo Hills . . . . .	...	...	...	...	5 —	4 —	20 —	16 —	...	...	...	...
Manipur . . . . .	...	...	...	...	30 —	28 —	35 —	34 —	...	...	...	...
<i>Brahmaputra—</i>												
Goalpara . . . . .	20 —	19 —	...	...	6 —	6 —	17 —	15 —	...	...	...	...
Kamrup . . . . .	9 —	9 —	...	...	10 —	9 —	16 —	15 8	...	...	...	...
Darrang . . . . .	8 —	8 —	...	...	11 —	10 —	14 —	13 —	...	...	...	...
Nowgong . . . . .	...	...	...	...	5 —	5 —	13 —	13 —	...	...	...	...
Sibsagar . . . . .	...	...	...	...	6 —	6 —	13 —	13 —	...	...	...	...
Lakhimpur . . . . .	8 —	8 —	...	...	6 —	6 —	13 —	12 —	...	...	...	...
<b>Bengal—</b>												
<i>Eastern hill tracts—</i>												
Naga Hills . . . . .	...	...	...	...	5 —	5 —	13 —	12 8	...	...	...	...
<i>Eastern—</i>												
Backerganj . . . . .	...	...	...	...	12 4 and 14 8	12 4 and 14 8	13 4 and 15 8	13 4 and 16 —	...	...	...	...
Noakhali . . . . .	...	...	...	...	10 10	10 10	15 12	18 —	...	...	...	...
Chittagong . . . . .	...	...	...	...	12 —	12 8	14 —	15 —	...	...	...	...
Tippera . . . . .	...	...	...	...	10 —	13 5	16 14	18 13	...	...	...	...
Dacca . . . . .	13 —	13 —	26 —	26 —	10 10	11 10	16 —	19 —	...	...	...	...
Maimensingh . . . . .	13 8	13 8	10 —	10 —	13 —	10 —	18 —	13 —	...	...	...	...
<i>Deltaic—</i>												
Khulna . . . . .	...	...	...	...	13 —	14 —	16 —	17 —	...	...	...	...
24 Parganas . . . . .	...	...	...	...	10 8	10 12	15 —	15 —	...	...	...	...
Midnapur . . . . .	12 8 to 16 —	12 8 to 14 —	...	...	10 8	11 8	17 8	16 8 and 18 —	...	...	...	...
Howrah . . . . .	...	7 —	...	...	9 14 and 10 8	9 14 and 10 8	13 5 and 15 —	13 10	...	...	...	...
Calcutta . . . . .	13 —	13 —	17 12	17 12	8 —	8 —	12 4	12 4	17 12	17 12	16 —	16 —
Hooghly . . . . .	14 —	14 —	...	...	8 —	8 —	14 —	14 —	...	...	...	...
Nadia (Krishnagarh) . . . . .	14 8	13 5	22 13	...	6 10	6 2	15 9	15 9	...	...	...	...
Jessore . . . . .	10 —	11 —	12 —	14 —	11 —	11 4	18 —	18 —	...	...	...	...
Faridpur . . . . .	17 —	18 —	19 —	20 —	7 —	8 —	19 —	20 —	...	...	...	...

*the number of sers (of 80 tolas) and chittacks sold for one rupee.)*

MARUA OR RAGI ( <i>Eleusine coracana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADJAN PRA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
...	...	...	...	...	...	...	...	...	...	15 —	15 —	Burma—
...	...	...	...	6 9	...	...	...	...	...	14 10	14 10	Tenasserim—
...	...	...	...	9 5	9 5	...	...	7 —	7 —	14 —	14 —	Mergui.
...	...	...	...	...	...	...	...	...	...	...	...	Tavoy.
...	...	...	...	...	...	...	...	...	...	...	...	Moulmein and Amherst.
...	...	...	...	11 2	11 2	20 8	20 8	9 —	9 —	14 3	14 3	Pegu (deltaic)—
...	...	...	...	13 8	14 8	...	...	9 4	9 8	19 —	22 —	Pegu.
...	...	...	...	...	...	...	...	...	...	15 1	15 1	Rangoon.
...	...	...	...	9 13	9 13	...	...	...	...	15 15	15 15	Thongwa.
...	...	...	...	...	...	...	...	...	...	...	...	Bassein.
...	...	...	...	8 8	10 9	...	...	...	...	14 4	14 4	Pegu (inland)—
...	...	...	...	...	...	...	...	5 11	5 11	14 4	14 4	Tharawadi.
...	...	...	...	9 14	11 14	...	...	9 6	7 —	14 3	14 3	Henzada.
...	...	...	...	9 12	9 12	...	...	...	...	11 6	11 6	Prome.
...	...	...	...	14 3	14 3	41 —	37 9	10 10	10 10	14 8	14 8	Toungoo.
...	...	...	...	...	...	...	...	...	...	...	...	Thayetmyo.
...	...	...	...	16 —	10 7	44 —	29 5	10 9	10 9	16 —	14 6	Upper Burma—
...	...	...	...	9 4	9 4	...	...	5 12	5 12	9 9	9 9	Mandalay.
...	...	...	...	10 5	15 —	...	...	6 —	6 —	14 3	14 3	Bamo.
...	...	...	...	17 8	17 8	56 14	56 14	...	5 —	14 4	14 4	Pakokku.
...	...	...	...	...	...	...	...	...	...	...	...	Meiktila.
...	...	...	...	...	...	...	...	...	...	12 —	13 7	Arakan—
...	...	...	...	8 —	6 —	...	...	...	...	24 —	24 —	Sandoway.
...	...	...	...	9 —	9 —	...	...	6 —	6 —	10 —	8 —	Kyaukpnyu.
...	...	...	...	...	...	...	...	...	...	...	...	Akyab.
...	...	...	...	13 5	12 —	...	...	...	...	10 5	10 —	Assam—
...	...	...	...	10 10½	10 10½	...	...	8 —	...	8 —	8 —	Surma—
...	...	...	...	...	...	...	...	...	...	...	...	Sylhet.
...	...	...	...	...	...	...	...	...	...	...	...	Cachar.
...	...	...	...	6 —	6 —	11 —	11 —	6 —	...	6 —	6 —	Hill tracts—
...	...	...	...	8 —	6 8	...	...	6 —	5 8	6 8	6 8	Khasi and Jaintia Hills.
...	...	...	...	...	...	...	...	3 —	3 —	4 —	4 —	Garo Hills.
...	...	...	...	...	...	...	...	...	...	...	...	Manipur.
...	...	...	...	13 8	13 —	...	...	9 —	...	10 —	10 —	Brahmaputra—
...	...	...	...	13 —	13 4	...	...	10 —	10 —	10 —	10 —	Goalpara.
...	...	...	...	11 —	10 —	...	...	10 —	...	10 —	10 —	Kamrup.
...	...	...	...	9 —	9 —	...	...	6 8	6 8	9 —	9 —	Darrang.
...	...	...	...	10 —	10 —	...	...	10 —	...	8 8	8 —	Nowgong.
...	...	...	...	10 8	10 —	...	...	8 —	...	8 —	8 —	Sibsagar.
...	...	...	...	...	...	...	...	...	...	...	...	Lakhimpur.
...	...	...	...	4 —	4 —	...	...	4 —	4 8	4 8	4 8	Bengal—
...	...	...	...	13 —	13 —	...	...	...	...	10 —	10 —	Eastern hill tracts—
...	...	...	...	12 8	13 8	...	...	...	...	9 —	9 —	Naga Hills.
...	...	...	...	12 8	13 —	...	...	...	...	10 8	10 8	Eastern—
...	...	...	...	15 —	15 —	...	...	14 —	14 —	10 —	10 —	Backerganj.
...	...	...	...	8 —	8 —	...	...	10 —	10 —	9 8	9 8	Noakhali.
...	...	...	...	13 —	13 —	...	...	11 —	11 —	10 —	10 —	Chittagong.
...	...	...	...	18 8	18 8	...	...	14 —	14 —	10 10½	10 11½	Tippera.
...	...	...	...	17 8	15 —	...	...	16 —	16 —	10 8	10 8	Dacca.
...	...	...	...	16 —	15 —	...	...	12 8	12 4	10 9	10 9	Maimensingh.
...	...	...	...	10 —	10 —	25 —	26 —	12 4	12 4	10 —	10 —	Deltaic—
...	...	...	...	24 9	22 13	...	...	24 9	20 —	11 7	11 7	Khulna.
...	...	...	...	10 —	10 —	...	...	18 —	16 —	9 2	9 2	24-Parganas.
...	...	...	...	20 —	21 —	...	...	...	...	10 —	10 —	Midnapur.
...	...	...	...	...	...	...	...	...	...	...	...	Howrah.
...	...	...	...	...	...	...	...	...	...	...	...	Calcutta.
...	...	...	...	...	...	...	...	...	...	...	...	Hooghly.
...	...	...	...	...	...	...	...	...	...	...	...	Nadua (Krishnagarh).
...	...	...	...	...	...	...	...	...	...	...	...	Jessore.
...	...	...	...	...	...	...	...	...	...	...	...	Faridpur.

\* Not procurable.



## RETAIL PRICES FOR THE 1st HALF OF JANUARY 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetia spicata).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.		Common.		Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
					Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.				
Bengal—continued.												
Central—												
Bankura . . . . .	13 12	13 12	...	...	13 12	13 12	20 —	20 —	...	...	...	...
Bardwan . . . . .	14 8	14 8	...	...	13 —	13 —	16 —	16 —	...	...	...	...
Birbhum . . . . .	15 —	15 —	...	...	12 —	12 —	18 12	18 —	...	...	...	...
Murshidabad . . . . .	18 —	20 —	27 —	28 —	15 —	16 —	17 —	18 —	...	...	...	...
Santhal Parganas . . . . .	12 8	14 8	25 —	25 —	13 4	13 8	19 —	23 —	...	...	...	...
Pabna . . . . .	16 8	16 8	22 8	22 —	7 —	7 —	18 —	18 12	...	...	...	...
Bogra . . . . .	15 12	15 —	...	...	15 —	9 —	22 8	24 —	...	...	...	...
Rajshahi . . . . .	18 —	19 8	24 —	30 —	12 —	15 —	17 4	18 —	...	...	...	...
Malda . . . . .	18 —	20 —	...	...	10 —	10 —	17 —	18 —	...	...	...	...
Northern—												
Rangpur . . . . .	12 —	11 —	...	...	8 4	8 4	15 8	15 8	...	...	...	...
Dinajpur . . . . .	17 4	16 —	16 —	16 —	13 —	14 6	21 10	21 10	...	...	...	...
Jaipuri . . . . .	12 —	12 —	...	...	5 —	5 —	15 —	16 —	...	...	...	...
Hills—												
Darjeeling . . . . .	9 —	9 —	10 —	10 —	5 8	5 —	15 —	16 —	...	...	...	...
Orissa—												
Puri . . . . .	10 8	10 8	...	...	7 14	7 14	16 4	15 12	...	...	...	...
Cuttack . . . . .	11 13	11 3	...	...	10 8	10 8	15 1	15 1	...	...	...	...
Balasore . . . . .	13 —	13 —	10 8	10 8	13 —	13 —	16 —	16 —	...	...	...	...
Chota Nagpur—												
Singbhum . . . . .	8 —	8 —	...	...	16 —	16 —	20 —	20 —	...	...	...	...
Manbhum . . . . .	14 —	14 —	20 —	20 —	15 —	15 —	21 8	22 8	26 —	28 —	...	...
Lohardaga . . . . .	9 —	8 8	18 —	18 —	8 —	8 —	19 8	19 8	...	...	...	...
Palamau . . . . .	14 —	14 —	34 12	30 6	13 —	13 —	20 13	20 —	...	...	...	...
Hazaribagh . . . . .	18 —	16 14	34 12	30 6	19 2	18 9	20 13	20 —	...	...	...	...
Bihar, south—												
Monghyr . . . . .	16 —	16 —	18 —	18 —	12 —	11 —	16 —	16 —	...	...	...	...
Gaya . . . . .	17 —	19 —	32 8	35 —	12 —	11 —	18 —	21 —	23 —	24 —	...	...
Patna . . . . .	20 —	21 —	35 —	35 —	16 —	15 —	21 8	21 8	24 —	43 —	...	...
Shahabad . . . . .	17 —	18 —	...	28 —	9 —	9 —	14 —	15 —	...	...	...	...
	18 —	18 8	...	...	10 —	10 —	17 —	18 —	...	...	...	...
Bihar, north—												
Purnea . . . . .	18 —	17 —	...	...	15 8	12 —	18 —	20 —	...	...	...	...
Bhagalpur . . . . .	17 10	17 12	30 8	27 12	11 4	12 10	17 10	19 —	...	...	...	...
Darbhanga . . . . .	16 —	16 —	25 —	25 —	8 8	11 —	15 —	14 —	...	...	...	...
Muzaffarpur . . . . .	16 —	19 —	35 —	35 —	8 —	8 —	15 —	15 —	...	...	...	...
Saran . . . . .	17 12	18 —	30 —	30 —	10 12	11 —	17 8	17 5	31 —	...	...	...
Champaran . . . . .	16 —	16 —	21 8	21 8	6 8	6 8	16 —	15 —	...	...	...	...
N.-W. Provinces—												
Eastern—												
Mirzapur . . . . .	15 8	15 4	21 —	22 —	10 —	11 8	15 —	14 8	21 —	22 —	21 —	21 —
Benares . . . . .	10 3	15 14	25 —	25 1	8 11	8 6	14 12	14 12	23 14	24 8	21 12	21 8
Ghazipur . . . . .	16 0	16 —	22 12	22 4	7 —	7 —	14 8	13 12	22 8	23 8	20 4	20 4
Jaunpur . . . . .	18 8	17 8	26 8	24 8	6 4	6 4	16 —	16 —	26 8	24 —	21 —	21 10
Allahabad . . . . .	15 —	15 —	23 —	23 8	10 —	9 12	14 —	14 —	23 8	23 8	21 —	22 8
Central—												
Banda . . . . .	15 8	15 8	25 —	24 —	5 8	5 8	15 —	14 8	28 —	29 —	25 —	25 —
Fatehpur . . . . .	10 4	10 4	24 8	24 8	9 —	7 —	10 —	10 —	28 4	29 8	26 8	26 8
Hamirpur . . . . .	15 —	16 —	22 —	22 —	7 —	7 —	12 —	12 —	29 —	30 —	25 —	27 —
Jaunpur . . . . .	15 4	15 4	28 —	28 —	8 —	8 —	13 —	13 —	30 —	30 —	26 —	25 —
Lawnepore . . . . .	16 12	16 8	27 —	28 —	7 —	...	13 12	13 8	27 12	29 —	25 8	27 —
Jhansi . . . . .	15 12	15 12	28 —	29 —	7 12	9 —	12 4	12 4	30 —	30 —	28 8	27 —
Etawah . . . . .	16 —	17 12	26 8	26 8	5 —	5 —	13 —	15 —	27 8	28 12	26 4	26 4
Farukhabad . . . . .	19 1	19 6	32 11	32 11	4 12	4 12	12 4	13 10	27 4	30 —	27 4	28 10
Mainpuri . . . . .	19 4	19 4	29 8	28 8	...	...	11 —	11 8	27 8	27 8	29 —	29 —
Etah . . . . .	19 11	19 8	34 13	34 8	...	...	15 —	16 —	31 12	31 1	27 12	29 8
Western—												
Meerut . . . . .	17 —	17 12	25 —	24 —	4 —	4 —	12 —	12 —	24 —	24 —	21 —	21 —
Agra . . . . .	17 —	17 8	29 —	29 —	8 —	8 —	11 —	11 8	28 —	27 —	23 8	25 8
Muttra . . . . .	18 8	18 —	30 12	31 4	6 8	6 8	11 12	11 12	29 8	29 8	24 14	24 12
Augara . . . . .	18 —	18 —	28 —	29 —	5 8	...	11 —	11 —	28 —	27 —	25 —	24 4
Bulandshahr . . . . .	19 4	18 12	31 —	29 8	5 —	5 —	12 —	12 —	30 8	31 —	25 —	24 8
Submontane, east—												
Balua . . . . .	16 8	16 —	25 —	25 —	6 8	6 —	13 —	14 —	26 —	...	21 —	20 —
Azamgarh . . . . .	15 8	16 7	23 15	24 12	4 7	4 7	10 10	10 10	...	...	...	...
Gorakhpur . . . . .	19 13	20 11	29 9	30 10	14 0	15 4	16 10	17 9	26 1	26 1	25 3	26 1
Basti . . . . .	19 12	19 12	24 —	24 —	16 12	16 12	17 12	17 12	...	...	...	...

represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MARUA OR RAGI (Eleusine coracana).		KANGNI OR KAKUN, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (Cicer arietinum).		MAIZE (Zea Mays).		ARHAR, OR THUR, CADIAN PRA (Cajanus indicus).		SALT.		DISTRICTS.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
Bengal—continued.												
Central—												
...	...	...	...	14 —	14 —	...	...	12 —	12 —	10 —	10 —	Bankura.
...	...	...	...	20 —	20 —	...	...	14 4	14 4	12 —	12 —	Bardwan.
...	...	...	...	18 —	18 —	...	...	20 —	20 —	10 8	10 8	Birbhum.
...	...	...	...	26 8	26 —	...	...	27 —	29 —	11 —	11 —	Murshidabad.
...	...	...	...	19 —	21 8	36 —	38 —	24 —	25 —	10 —	10 8	Santhal Parganas.
...	...	...	...	16 8	16 8	...	...	22 —	22 —	9 12	9 12	Pabna.
...	...	...	...	18 12	18 —	...	...	...	...	9 12	9 12	Bogra.
...	...	...	...	24 —	24 —	...	...	24 —	26 4	9 12	9 12	Rajshahi.
...	...	...	...	22 —	22 —	...	...	...	...	9 8	9 8	Malda.
...	...	...	...	...	...	...	...	...	...	10 —	10 —	
...	...	...	...	16 —	16 —	24 —	24 —	9 —	9 —	9 —	9 —	Northern—
...	...	...	...	19 —	19 —	...	...	21 —	21 —	10 10	10 10	Rangpur.
...	...	...	...	16 —	16 —	...	...	12 —	12 —	10 —	10 —	Dinajpur.
...	...	...	...	...	...	...	...	...	...	...	...	Jalpaiguri.
Hills—												
14 —	14 —	...	...	11 —	11 —	24 —	22 —	8 —	8 —	8 8	8 8	Darjeeling.
Orissa—												
...	...	...	...	14 7	14 7	...	...	17 1	14 7	13 2	13 8	Puri.
...	...	...	...	17 11	15 12	...	...	19 11	19 11	10 12	10 12	Cuttack.
...	...	...	...	14 —	14 —	...	...	10 8	10 8	11 8	11 8	Balasore.
Chota-Nagpur—												
...	...	...	...	9 —	9 —	...	...	16 —	16 —	7 —	7 —	Singbhum.
...	...	...	...	17 —	18 —	26 —	...	21 —	22 —	10 —	10 —	Manbhum.
...	...	...	...	19 —	17 —	...	...	...	...	...	...	Lohardaga.
32 —	35 —	...	...	to	to	25 —	24 —	17 —	15 —	9 —	9 —	
38 2	37 2	...	...	20 —	18 —	...	...	...	...	...	...	Palāmau.
...	...	...	...	25 5	27 —	38 2	37 2	23 10	27 —	9 4	9 4	Hazaribagh.
24 —	24 —	...	...	22 —	22 —	24 —	23 —	17 —	16 —	9 —	9 —	
...	...	...	...	20 —	22 —	30 —	33 —	20 —	21 —	10 —	10 —	Bihar, south—
...	...	...	...	27 —	28 —	35 —	35 —	21 —	21 —	10 —	10 —	
...	...	...	...	26 —	27 —	35 —	35 —	26 —	27 —	11 —	11 —	Monghyr.
...	...	...	...	25 —	24 —	30 —	31 —	22 —	22 —	10 8	10 —	Gaya.
...	...	...	...	...	...	...	...	...	...	...	...	Patna.
...	...	...	...	...	...	...	...	...	...	...	...	Shahabad.
...	...	...	...	16 —	...	...	...	17 —	...	10 8	10 9	Bihar, north—
...	...	...	...	...	...	...	...	...	...	...	...	Purnea.
...	...	...	...	22 10	21 8	35 8	40 —	20 4	20 4	10 —	10 —	Bhāgalpur.
...	...	...	...	20 —	19 —	25 —	25 —	22 —	20 —	10 8	10 —	Darbhanga.
...	...	...	...	25 —	25 —	30 —	30 —	24 —	23 8	11 —	11 —	Muzaffarpur.
25 —	25 —	...	...	24 —	24 8	27 8	28 8	24 8	28 8	10 12	10 12	Saran.
27 8	27 8	...	...	21 —	21 —	25 8	26 8	22 8	22 8	10 8	10 8	Champaran.
30 —	25 —	16 —	16 —	...	...	...	...	...	...	...	...	
N.-W. Provinces—												
Eastern—												
...	...	12 —	16 —	20 —	20 —	26 —	22 —	16 —	16 —	10 —	10 —	Mirzapur.
...	...	16 5	10 5	22 14	22 6	27 2	27 2	15 8	16 5	10 11	10 11	Benares.
...	...	15 12	15 12	21 —	21 —	26 8	21 —	14 8	14 12	9 4	9 4	Ghazipur.
...	...	...	...	21 —	21 —	26 8	21 —	19 8	18 —	11 4	11 4	Jaunpur.
...	...	25 —	22 —	21 12	20 —	30 —	24 —	15 8	15 —	10 8	10 8	Allahabad.
Central—												
...	...	20 —	20 —	25 —	26 —	...	...	16 —	16 —	11 —	11 —	Banda.
...	...	...	...	22 8	21 —	...	...	17 —	17 —	10 12	10 12	Fatehpur.
...	...	...	...	25 —	25 8	29 —	28 —	10 —	10 —	10 4	10 4	Hamirpur.
...	...	...	...	25 —	25 —	...	...	16 —	16 —	10 12	10 12	Jalaun.
...	...	...	...	23 8	23 8	32 —	33 —	27 —	18 —	11 12	11 12	Cawnpore.
...	...	...	...	25 12	26 —	34 —	34 —	17 4	17 —	11 —	11 —	Jhansi.
24 —	24 —	16 —	16 —	24 3	24 —	29 8	29 8	20 —	19 —	11 —	11 —	Etawah.
...	...	...	...	25 3	27 4	32 11	36 —	19 1	19 1	11 9	11 15	Farukhabad.
...	...	...	...	22 8	23 —	32 8	33 8	18 8	18 8	11 —	11 —	Maunpuri.
...	...	...	...	23 —	21 8	40 —	40 —	16 8	16 8	11 8	11 8	Etah.
Western—												
...	...	...	...	21 —	20 —	26 —	26 —	15 8	15 8	11 8	11 8	Meerut.
...	...	...	...	24 —	24 8	30 —	28 8	15 —	15 —	12 —	12 —	Agra.
...	...	...	...	24 4	23 12	...	...	17 8	10 8	12 —	12 —	Muttra.
...	...	...	...	23 —	22 —	34 —	33 —	17 8	16 —	11 —	11 8	Aligarh.
...	...	...	...	22 —	21 —	32 —	31 —	18 —	16 —	11 8	11 8	Bulandshahr.
Submontane, east—												
20 —	25 —	20 —	18 —	25 —	25 —	26 —	26 —	15 —	15 —	10 —	10 —	Ballia.
...	...	...	...	19 15	19 15	23 8	25 1	16 15	16 7	10 —	10 —	Azamgarh.
28 13	28 13	19 13	19 13	19 13	19 13	27 14	27 14	19 3	19 3	10 14	10 13	Gorakhpur.
...	...	...	...	19 8	19 8	26 —	26 —	18 12	18 12	10 8	10 8	Basti.

\* Kalai.



## RETAIL PRICES FOR THE 1st HALF OF JANUARY 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Panicum spicata).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.		Common.		Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
					Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.				
N.-W. Provinces—contd.												
Submontane, west—												
Shahjahanpur . . . . .	19 4	19 4	33 —	36 —	5 4	5 4	16 —	17 12	...	...	28 4	28 —
Budaun . . . . .	18 8	19 —	32 —	34 —	8 —	7 8	15 —	15 8	28 —	31 —	24 8	27 —
Pilibit . . . . .	18 8	19 8	35 —	32 —	5 4	5 4	16 8	16 8	26 —	26 —	23 —	23 —
Bareilly . . . . .	17 8	17 8	25 —	25 —	5 —	5 —	12 8	12 8	26 4	28 12	25 —	26 4
Moradabad . . . . .	19 —	19 11	28 8	29 —	5 4	5 4	13 12	13 12	31 4	32 8	23 12	26 4
Bijnor . . . . .	18 —	17 7	29 —	28 2	4 8	4 8	13 8	13 8	...	...	22 8	22 8
Muzaffarnagar . . . . .	19 6	19 12	26 6	28 —	...	...	12 1	12 9	26 6	26 6	22 —	23 2
Saharanpur . . . . .	19 13	19 5	29 9	29 8	4 13	4 13	11 13	11 13	23 10	23 10	24 11	25 13
Dehra-Dun . . . . .	18 —	17 4	30 8	29 8	7 4	7 —	12 8	12 12	23 —	24 —	23 —	25 —
Hills—												
Naini Tal . . . . .	13 —	13 —	21 —	21 —	4 —	4 —	10 —	10 —	...	...	...	...
Almora . . . . .	12 8	12 —	18 —	18 —	5 —	5 —	11 —	11 —	...	...	...	...
Garhwal . . . . .	10 —	10 —	12 —	12 —	6 —	6 —	10 —	10 —	...	...	...	...
Oudh—												
Southern—												
Partabgarh . . . . .	18 —	17 12	30 —	28 —	...	7 —	16 —	17 —	26 —	25 —	24 —	25 —
Sultanpur . . . . .	20 —	19 8	28 8	28 8	10 —	9 8	19 —	19 —	26 —	26 —	21 —	21 —
Rae-Bareilly . . . . .	19 8	19 4	26 —	28 —	5 —	5 —	17 —	16 —	26 —	26 —	26 —	27 —
Unao . . . . .	17 —	17 8	26 —	26 —	8 —	8 —	16 —	16 —	25 8	26 8	25 8	26 —
Lucknow . . . . .	17 8	18 8	30 —	33 —	5 4	5 8	15 —	15 8	27 —	28 —	26 8	27 8
Hardoi . . . . .	18 8	18 8	33 —	33 —	...	...	20 —	20 —	30 —	33 —	30 —	30 —
Northern—												
Fyzabad . . . . .	18 —	18 8	29 —	30 —	12 —	12 8	16 —	18 —	26 —	26 —	24 —	23 8
Barabanki . . . . .	18 —	18 —	24 —	25 —	...	...	15 —	15 —	24 —	25 —	24 —	24 —
Gonda . . . . .	19 4	21 8	34 —	34 —	...	...	18 4	18 12	32 8	36 —	26 —	26 —
Bahraich . . . . .	20 —	20 8	39 —	39 —	7 —	7 —	17 —	18 —	37 —	40 —	28 —	29 —
Sitapur . . . . .	19 8	19 8	32 —	30 —	5 —	5 —	16 —	16 —	34 —	32 —	29 —	29 —
Kheri . . . . .	20 —	20 —	40 —	42 —	5 —	5 —	16 —	16 —	40 —	40 —	32 —	32 —
Rajputana—												
Eastern—												
Partabgarh . . . . .	19 8	20 5	31 4	31 4	6 4	7 —	11 7	11 11	37 8	25 15	18 12	...
Banswara . . . . .	13 12	13 12	15 —	15 —	6 4	6 4	12 13	13 12	...	...	...	...
Meywar (Udaipur) . . . . .	15 3	14 13	21 10	21 7	8 9	8 3	8 15	8 9	11 5	25 —	14 1	14 13
Hilly Tracts of Meywar (Dungarpur) . . . . .	16 —	15 —	23 —	19 —	7 —	6 8	10 —	8 8	...	...	...	...
Sirohi . . . . .	12 8	12 —	20 —	20 —	5 4	5 —	6 —	6 —	13 —	13 —	13 —	13 —
Eringpora . . . . .	13 12	13 12	20 2	20 2	6 14	6 14	8 8	8 8	19 13	19 13	17 9	17 9
Ajmere . . . . .	14 5	14 8	20 5	20 5	6 5	6 5	9 2	9 2	20 8	20 8	18 —	18 —
Abu . . . . .	12 6	12 3	18 14	18 2	5 12	5 12	7 9	6 12	16 —	16 4	15 4	13 9
Kishengarh . . . . .	13 10	13 10	...	...	...	...	...	...	...	...	...	...
Bundi . . . . .	14 8	14 8	20 —	20 —	6 —	6 —	7 8	7 8	21 12	21 8	17 8	17 4
Kotah . . . . .	19 —	18 14	32 8	33 4	6 8	6 8	8 —	8 —	37 —	37 3	21 8	...
Kotah . . . . .	20 —	20 4	32 —	32 —	6 4	6 4	6 12	6 12	40 8	40 8	19 12	19 12
Jhalawar . . . . .	17 12	17 15	38 2	40 10	7 13	7 13	12 6	12 7	36 1	36 3	21 10	22 12
Tonk . . . . .	14 —	14 —	22 4	22 7	4 —	4 —	7 —	7 —	23 12	23 15	20 8	20 3
Jaipur . . . . .	13 4	13 8	20 12	21 4	4 4	4 4	6 8	6 8	22 —	22 —	18 12	19 8
Keroli . . . . .	15 15	15 15	30 10	30 10	10 5	9 1	11 9	11 9	29 6	19 6	24 11	24 11
Dholpur . . . . .	10 7	10 2	28 2	28 2	9 —	9 —	10 2	10 2	30 11	30 10	27 9	27 15
Bhartpur . . . . .	16 11	16 12	30 1	30 12	5 —	5 —	8 —	8 —	31 7	32 4	26 2	26 10
Alwar . . . . .	16 —	15 9	23 10	23 14	5 12	5 12	9 2	9 2	25 5	26 4	21 4	22 12
Deoli Cantonment . . . . .	16 2	16 —	22 8	22 11	4 —	4 —	6 —	6 —	24 5	28 —	23 —	23 —
Nasirabad Cantonment . . . . .	14 12	14 12	...	...	7 —	7 —	10 —	10 —	21 —	21 —	18 —	18 —
Balmer . . . . .	12 10	12 2	...	...	5 9	5 8	7 8	7 8	...	...	14 10	14 10
Anadra . . . . .	12 12	12 14	...	...	6 —	6 —	7 —	7 —	...	...	...	...
Shahpura . . . . .	14 8	14 8	...	...	6 —	6 —	7 —	7 —	...	...	...	...
Shahpura . . . . .	15 8	16 —	22 8	18 8	7 8	7 8	10 —	9 8	22 —	21 12	15 —	14 —
Western—												
Jodhpur . . . . .	13 —	12 13	18 10	19 1	6 10	6 10	8 —	8 —	18 10	18 —	16 14	16 10
Jaisalmer . . . . .	13 10	13 2	...	...	6 —	6 —	10 —	10 —	14 6	14 6	17 4	17 —
Bikaner . . . . .	10 13	10 10	...	...	3 10	3 12	6 —	6 —	...	...	13 9	13 —
Bikaner . . . . .	13 34	13 8	17 —	16 9	3 10	3 12	6 —	6 —	...	...	13 8	10 —
Central India—												
Indore . . . . .	12 8	12 12	21 —	21 —	8 4	8 4	9 4	9 4	27 —	29 —	20 —	19 4
Nimach Cantonment . . . . .	15 8	15 8	...	...	7 —	7 —	8 —	8 —	27 —	27 —	22 —	19 8
Gwalior . . . . .	11 11	11 11	24 7	24 15	6 6	6 6	7 7	7 7	23 6	24 2	21 4	21 4
Panjab—												
Southern—												
Lahore . . . . .	19 —	18 —	27 —	27 —	...	...	10 —	10 —	24 —	23 —	20 —	20 —
Ferozpur . . . . .	19 —	18 —	32 —	31 —	...	...	10 —	10 —	25 —	20 —	20 —	22 —
Central—												
Lahore . . . . .	18 —	18 —	33 —	33 —	...	...	12 —	12 —	25 —	27 —	23 —	22 —
Gujranwala . . . . .	19 —	19 —	35 —	40 —	...	...	13 —	14 —	20 —	18 —	25 —	22 —
Gujrat . . . . .	18 —	19 —	30 —	28 —	...	...	11 —	9 —	25 —	23 —	23 —	22 —
Jhelum . . . . .	18 —	18 —	25 —	32 —	...	...	10 —	12 —	22 —	24 —	22 —	...

represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MARUA OR RAGI ( <i>Eleusine coracana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADIAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Hall-month of report.	Pre-vious half-month.	Hall-month of report.	Pre-vious half-month.	Hall-month of report.	Pre-vious half-month.	Hall-month of report.	Pre-vious half-month.	Hall-month of report.	Pre-vious half-month.	Hall-month of report.	Pre-vious half-month.	
...	...	...	...	25 —	25 —	...	...	18 4	18 4	...	11 —	N.-W. Provinces—contd.
...	...	20 —	20 —	24 —	24 —	36 —	37 —	18 —	18 —	10 12	10 12	Submontane, west—
...	...	...	...	23 8	23 8	32 —	32 —	17 —	17 —	11 —	11 —	Shahjahanpur.
...	...	22 8	22 8	19 6	20 —	33 12	33 12	15 —	15 —	10 10	10 10	Budaun.
...	...	18 12	...	19 —	19 —	32 8	33 12	15 —	15 —	11 —	11 —	Pilibit.
...	...	...	...	20 4	19 2	28 2	27 —	15 12	13 8	11 —	11 —	Bareilly.
...	...	...	...	20 5	20 15	27 8	28 1	14 5	14 5	11 4	11 6	Moradabad.
26 14	23 10	26 14	26 14	20 15	20 15	30 1	31 3	15 1	15 1	11 4	11 4	Bijnor.
28 —	29 —	...	...	19 8	19 —	30 —	29 —	14 —	14 —	10 8	10 —	Muzaffarnagar.
...	...	...	...	14 8	14 8	...	...	8 —	8 —	8 —	8 —	Saharanpur.
18 —	18 —	...	...	13 8	13 8	...	...	10 —	11 —	8 4	8 8	Dehra-Dun.
...	...	...	...	8 —	8 —	...	...	6 —	6 —	6 —	6 —	Hills—
...	...	...	...	...	...	...	...	...	...	...	...	Naini Tal.
...	...	...	...	...	...	...	...	...	...	...	...	Almora.
...	...	...	...	...	...	...	...	...	...	...	...	Garhwal.
...	...	...	...	...	...	...	...	...	...	...	...	Oudh—
...	32 4	...	...	22 8	21 4	...	...	17 —	16 —	10 12	11 —	Southern—
...	32 —	...	...	24 8	24 —	26 —	24 —	20 —	18 —	10 8	10 8	Partabgarh.
28 —	30 —	25 —	22 —	18 —	17 —	26 —	26 8	16 —	16 8	11 —	11 —	Sultanpur.
...	...	24 —	24 —	21 8	21 —	32 8	33 —	18 —	17 —	11 —	11 —	Rae-Bareilly.
...	...	26 8	26 —	20 —	20 8	30 —	30 —	18 —	18 8	11 —	11 —	Unao.
...	...	...	...	27 —	24 —	...	...	18 —	18 —	10 8	10 8	Lucknow.
...	...	...	...	...	...	...	...	...	...	...	...	Hardoi.
...	...	22 —	20 —	22 —	23 —	29 —	27 8	18 —	18 —	11 —	11 —	Northern—
...	...	...	...	21 —	20 —	27 —	29 —	19 —	19 —	11 —	11 —	Fyzabad.
...	12 —	12 —	24 8	24 8	32 8	32 8	32 8	18 8	18 8	10 8	10 8	Barabanki.
...	19 —	20 —	26 —	25 —	35 —	35 —	35 —	20 —	20 —	10 —	10 —	Gonda.
...	27 —	28 —	27 —	25 —	29 —	29 —	29 —	18 —	18 —	11 —	11 —	Bahraich.
...	...	...	...	25 8	25 —	38 —	38 —	16 —	20 —	11 —	11 —	Sitapur.
...	...	...	...	...	...	...	...	...	...	...	...	Kheri.
...	...	...	...	23 7	23 7	39 1	39 1	15 10	13 4	23 —	21 1	Rajputana—
...	...	...	...	21 4	21 4	32 8	32 8	12 8	...	8 —	8 2	Eastern—
...	13 4	12 14	16 6	15 10	26 9	26 9	26 9	10 15	12 1	10 2	10 2	Partabgarh.
...	14 —	15 —	20 —	20 —	34 —	32 —	...	...	...	10 —	11 —	Banswara.
...	...	...	16 —	15 —	...	21 —	...	...	...	12 —	12 —	Meywar (Udaipur).
...	...	...	16 11	16 11	...	...	...	...	...	...	...	Hilly Tracts of Meywar (Dungarpur).
...	...	...	16 11	16 11	...	...	...	...	...	...	...	Sirohi.
...	10 8	9 8	18 —	18 —	22 —	22 —	...	...	...	12 8	12 8	Erinpora.
...	...	...	16 7	17 6	20 3	20 —	10 7 &	10 4 &	...	11 —	11 —	Ajmere.
...	...	...	18 4	18 8	19 12	19 8	10 14	10 8	...	13 8	13 8	Abu.
...	...	...	21 8	21 4	35 —	34 8	...	...	...	10 12	10 12	Kishangarh.
...	...	...	25 —	24 8	40 8	40 8	10 —	10 —	...	10 —	10 —	Bundi.
...	29 8	29 10	21 5	21 15	47 6	53 2	10 13	10 12	9 2	10 3	10 3	Kotah.
...	...	...	18 8	19 8	22 8	22 8	...	...	...	10 —	10 2	Jhalawar.
...	...	...	17 4 &	17 8 &	21 4	22 —	20 —	19 —	12 —	12 —	12 —	Tonk.
...	...	...	19 8	20 8	...	...	22 8	25 —	11 1	10 15	10 15	Jaipur.
...	24 6	24 6	20 14	26 14	...	...	16 14	16 10	11 8	11 8	11 8	Kerauli.
...	22 8	22 8	24 7	23 12	...	...	12 13	12 11	11 12	11 12	11 12	Dholpur.
...	26 13	27 —	23 7	24 8	25 —	26 8	27 —	27 —	12 10	12 10	12 10	Bhartpur.
...	14 —	14 1	22 —	22 14	...	...	...	...	11 8	11 8	11 8	Alwar.
...	...	...	18 8	18 8	...	...	13 —	13 —	13 —	13 —	13 —	Deoli Cantonment.
...	...	...	9 —	9 —	...	...	...	...	13 9	13 8	13 8	Nasirabad Cantonment.
...	...	...	16 6	16 8	21 —	21 —	8 —	8 —	12 —	12 —	12 —	Balmer.
...	...	...	16 —	16 8	22 8	18 8	...	...	11 4	11 2	11 2	Anadra.
...	...	...	...	...	...	...	...	...	...	...	...	Shahpura.
...	...	...	14 10	14 10	20 5	19 4	10 10	8 15	13 5	13 4	13 4	Western—
...	...	...	12 —	12 4	...	...	...	...	21 —	21 —	21 —	Jodhpur.
...	...	...	16 8	16 3	...	...	10 —	10 —	11 8	11 8	11 8	Jaisalmer.
...	...	...	...	...	...	...	...	...	...	...	...	Bikaner.
...	...	...	...	...	18 —	18 —	32 —	34 8	22 —	22 —	11 —	Central India—
...	...	...	17 12	17 8	...	...	11 8	11 —	12 —	12 —	12 —	Indore.
...	4 4	4 4	19 4	19 2	27 10	26 —	19 2	18 1	9 —	9 2	9 2	Nimach Cantonment.
...	...	...	...	...	...	...	...	...	...	...	...	Gwalior.
†	†	†	†	25 —	25 —	†	†	†	†	11 —	11 —	Panjab—
†	†	16 —	16 —	24 —	25 —	28 —	31 —	11 —	11 —	12 8	12 8	Southern—
...	...	...	...	...	...	...	...	...	...	...	...	Hissar.
...	...	...	...	...	...	...	...	...	...	...	...	Ferozpur.
...	...	23 —	23 —	23 —	22 —	30 —	28 —	12 —	12 —	13 12	13 —	Central—
...	...	22 —	22 —	22 —	21 —	24 —	26 —	...	...	13 8	13 8	Lahore.
...	...	8 —	10 —	21 —	20 —	25 —	23 —	†	†	13 —	13 —	Gujranwala.
...	...	4 —	20 —	21 —	21 —	24 —	24 —	9 —	9 —	14 4	14 —	Gujrat.
...	...	...	...	...	...	...	...	...	...	...	...	Jhelam.

\* Not sold.

† Not produced.

‡ Not procurable.

§ Unhusked.

|| Husked.



## RETAIL PRICES FOR THE 1st HALF OF JANUARY 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR GUMBU (Pennisetia spicata).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.		Common.		Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
					Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.				
Panjab—continued.												
South-eastern—												
Gurgaon . . . . .	17 —	17 —	25 —	25 —	...	...	10 —	9 —	24 —	25 —	22 —	22 —
Delhi . . . . .	17 —	17 —	25 —	25 —	...	...	12 —	12 —	24 —	24 —	21 —	21 —
Rohtak . . . . .	18 —	17 —	25 —	25 —	...	...	13 —	13 —	23 —	22 —	21 —	21 —
Karnal . . . . .	19 —	18 —	28 —	28 —	...	...	10 —	10 —	26 —	25 —	21 —	20 —
Submontane—												
Ambala . . . . .	20 —	20 —	25 —	25 —	...	...	12 —	12 —	33 —	31 —	23 —	23 —
Ludhiana . . . . .	21 —	22 —	34 —	33 —	...	...	11 —	11 —	29 —	28 —	23 —	22 —
Jalandhar . . . . .	21 —	21 —	29 —	30 —	...	...	10 —	10 —	26 —	27 —	21 —	21 —
Hoshiarpur . . . . .	20 —	21 —	28 —	30 —	...	...	12 —	12 —	26 —	26 —	18 —	20 —
Gurdaspur . . . . .	20 —	21 —	39 —	40 —	...	...	12 —	13 —	24 —	28 —	†	11 —
Amritsar . . . . .	20 —	20 —	34 —	34 —	...	...	12 —	12 —	26 —	26 —	19 —	19 —
Sialkot . . . . .	18 —	19 —	33 —	33 —	...	...	14 —	14 —	26 —	25 —	24 —	23 —
Hills—												
Simla . . . . .	15 —	15 —	21 —	21 —	...	...	9 —	10 —	24 —	24 —	16 —	17 —
Kangra . . . . .	20 —	20 —	28 —	28 —	...	...	15 —	15 —	†	†	†	†
Northern—												
Rawalpindi . . . . .	17 —	17 —	30 —	30 —	...	...	10 —	10 —	34 —	34 —	23 —	21 —
Hazara . . . . .	18 —	18 —	31 —	30 —	...	...	11 —	10 —	25 —	†	18 —	19 —
Peshawar . . . . .	15 —	15 —	29 —	29 —	...	...	10 —	10 —	34 —	35 —	20 —	20 —
Kohat . . . . .	16 —	17 —	23 —	23 —	...	...	13 —	15 —	†	†	21 —	21 —
Bannu . . . . .	19 —	20 —	35 —	34 —	...	...	14 —	14 —	41 —	41 —	25 —	24 —
Western—												
Shahpur . . . . .	20 —	20 —	26 —	30 —	...	...	11 —	11 —	22 —	22 —	23 —	22 —
Jhang . . . . .	19 —	19 —	28 —	27 —	...	...	12 —	13 —	32 —	36 —	20 —	27 —
Multan . . . . .	16 —	16 —	26 —	25 —	...	...	16 —	16 —	28 —	26 —	23 —	23 —
Montgomery . . . . .	19 —	19 —	25 —	†	...	...	12 —	12 —	29 —	28 —	†	†
Dera Ismael Khan . . . . .	19 —	19 —	24 —	24 —	...	...	8 —	8 —	24 —	23 —	23 —	23 —
Muzaffargarh . . . . .	18 —	18 —	23 —	23 —	...	...	15 —	15 —	21 —	21 —	22 —	22 —
Dera Ghazi Khan . . . . .	15 —	15 —	19 —	20 —	...	...	14 —	14 —	21 —	21 —	19 —	20 —
Sind and Baluchistan—												
Karachi . . . . .	13 —	13 —	...	...	...	9 —	10 —	10 —	20 —	20 —	17 8	18 —
Hyderabad . . . . .	13 —	13 —	...	...	8 —	7 —	11 —	10 —	20 —	20 —	20 —	20 —
Thar and Parkar (Umarkot) . . . . .	12 12	13 —	...	...	18 —	18 —	19 —	19 —	...	...	17 —	17 —
Shikarpur . . . . .	15 8	15 —	...	...	8 —	8 —	9 —	9 —	26 —	26 —	24 —	24 —
Upper Sind Frontier . . . . .	13 —	13 —	...	...	10 —	8 8	11 —	9 8	32 —	32 —	26 —	26 —
Quetta . . . . .	13 8	13 8	} 17 —	17 —	4 —	4 —	7 —	7 —	21 —	20 —	16 —	16 —
	14 8	14 8										
Bombay—												
Konkan—												
Karwar . . . . .	9 4	9 4	...	...	8 2	7 10	10 10	10 10	13 5	13 5	13 2	12 3
Ratnagiri . . . . .	8 2	8 2	...	...	12 5	11 10	12 13	12 2	14 5	13 —	14 9	13 4
Alibag . . . . .	9 4	9 4	...	...	10 13	10 13	12 10	12 10	...	...	12 12	11 3
Bombay . . . . .	8 7	8 7	...	...	6 6	6 6	10 6	10 6	14 11	14 11	14 9	14 9
Tanna . . . . .	10 15	10 15	...	...	12 —	12 —	13 6	12 15	*	*	16 3	16 3
Deccan—												
Dharwar . . . . .	15 2	14 11	...	...	16 4	12 7	17 3	14 5	25 7	28 5	24 3	18 10
Belgaum . . . . .	12 11	11 10	...	...	12 14	12 14	13 2	13 2	20 12	21 13	20 8	21 15
Satara . . . . .	13 1	14 8	...	...	10 5	10 5	11 10	11 10	19 12	19 12	19 7	20 13
Sholapur . . . . .	14 7	14 14	...	...	11 15	12 7	13 3	13 10	25 15	26 13	24 2	25 15
Bijapur . . . . .	15 1	15 —	...	...	7 6	7 6	11 14	11 6	28 12	28 12	28 3	28 3
Poona . . . . .	10 7	10 7	...	...	9 11	9 11	10 13	10 13	23 8	23 8	18 6	18 6
Khandesh—												
Ahmadnagar . . . . .	12 5	12 5	...	...	9 8	8 13	11 5	11 5	20 10	20 10	21 3	21 3
Nasik . . . . .	12 15	12 15	...	...	8 2	8 2	9 8	9 8	*	*	16 15	16 15
Dhulia . . . . .	12 4	12 4	...	...	7 7	7 7	9 7	9 7	25 14	25 14	22 1	22 1
Gujarat—												
Surat . . . . .	10 10	10 10	...	...	7 6	7 6	8 5	8 5	23 2	23 2	18 9	18 1
Broach . . . . .	12 8	12 —	...	...	8 —	8 —	10 —	10 —	22 —	21 8	17 —	18 —
Kaira . . . . .	14 —	14 —	...	...	8 —	8 —	12 —	12 —	20 —	20 —	20 —	20 —
Baroda Cantonment . . . . .	11 —	10 —	...	...	6 12	6 12	9 —	9 —	18 —	18 —	17 —	17 —
Ahmadabad . . . . .	12 —	12 —	...	...	6 8	6 8	12 —	12 8	22 8	22 —	17 8	19 —
Godhra . . . . .	10 —	10 —	...	...	8 —	8 —	10 8	10 8	...	...	17 —	17 —
Disa Cantonment . . . . .	13 8	13 8	...	...	6 8	6 8	9 —	9 —	22 8	25 —	20 —	20 —
Kathiawar—												
Rajkot . . . . .	16 —	16 —	...	...	6 10	6 10	10 —	10 —	19 14	22 13	16 3	18 2
Central Provinces—												
Western—												
Nimar . . . . .	12 13	12 13	...	...	6 5	6 5	12 8	12 8	27 9	27 9	...	...
Khandwa . . . . .	12 —	11 8	...	...	10 8	8 8	12 —	12 —	30 —	30 —	21 —	21 —
Hoshangabad . . . . .	12 4	13 1	...	...	9 —	9 —	12 11	11 11	22 11	24 —	...	...
Betul . . . . .	14 6	14 6	...	...	12 —	12 —	14 6	14 6	24 —	24 —	...	...
Chhindwara . . . . .	15 —	15 —	...	...	10 —	10 —	13 —	13 —	28 —	28 —	...	...
Nagpur . . . . .	13 2	13 2	...	...	11 4	11 4	13 12	13 12	23 —	23 —	...	...
Wardha . . . . .	13 5	13 5	...	...	7 —	7 —	11 7	11 7	26 11	26 11	...	...

Not sold.

† Not produced.

‡ Not procurable.

represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MAHUA OR RAGI ( <i>Eleusine coracana</i> ).		KANGNI OR KAKHUR, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR BUNAGU ( <i>Cicer arvense</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THOR, CADJAN PRA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
†	†	†	†	21	21	26	25	16	16	11	11	Panjab—continued.
†	†	14	14	21	20	27	27	14	14	12	12	
30	23	12	12	22	20	29	27	16	16	10	8	
†	†	16	16	23	22	32	33	13	14	12	12	South-eastern—
†	†	18	18	25	25	36	34	11	11	12	13	
18	20	20	20	24	24	32	31	†	†	13	13	
†	†	14	14	23	23	36	30	8	8	12	12	Submontane—
†	†	15	16	22	22	28	30	†	†	12	12	
†	†	22	21	25	24	27	27	11	11	12	12	
†	†	†	†	21	21	24	23	†	†	13	12	Hills—
18	18	10	10	16	16	21	21	8	8	9	6	
†	†	†	†	19	19	28	28	12	12	11	11	
†	†	15	15	22	21	28	27	11	11	13	13	Northern—
†	†	16	16	18	17	25	25	9	†	11	8	
†	†	19	19	18	18	28	27	13	12	18	17	
†	†	†	†	19	19	23	23	†	†	16	10	Western—
13	13	7	7	29	26	33	34	13	10	20	10	
†	†	†	†	†	†	†	†	†	†	†	†	
24	24	16	16	24	25	22	22	†	†	13	13	Sind and Baluchistan—
32	32	34	34	20	20	32	32	6	6	12	12	
†	†	20	20	20	20	29	28	†	†	12	8	
†	†	†	†	24	24	25	28	12	10	12	8	Bombay—
†	†	†	†	24	23	28	28	†	†	16	4	
†	†	†	†	19	20	†	†	8	8	12	12	
†	†	†	†	19	19	†	†	†	†	11	11	Konkan—
†	†	†	†	18	18	†	†	10	10	13	8	
†	†	†	†	14	8	†	†	8	8	12	12	
†	†	†	†	8	8	†	†	†	†	12	12	Dacca—
†	†	†	†	19	8	†	†	12	12	12	12	
†	†	†	†	18	8	†	†	8	8	11	11	
†	†	6	8	15	15	16	16	8	8	9	9	Gujarat—
†	†	†	†	†	†	†	†	†	†	†	†	
†	†	†	†	†	†	†	†	†	†	†	†	
16	3	16	3	11	9	11	9	10	5	10	10	Khandesh—
14	11	14	11	12	6	12	6	9	7	11	11	
†	†	†	†	11	14	11	14	8	12	12	5	
11	4	11	4	13	12	13	12	10	3	11	9	Gujarat—
†	†	†	†	14	3	14	3	10	15	12	4	
†	†	†	†	†	†	†	†	†	†	†	†	
22	21	†	†	14	9	11	14	10	15	10	7	Gujarat—
†	†	†	†	13	8	12	8	11	11	10	12	
†	†	†	†	13	12	14	8	11	14	11	10	
†	†	†	†	19	13	17	2	17	8	14	14	Gujarat—
†	†	†	†	10	12	18	12	11	11	11	0	
†	†	†	†	14	15	14	0	10	14	11	13	
20	11	19	9	16	10	16	10	12	9	12	6	Khandesh—
†	†	†	†	17	2	15	11	12	13	11	0	
†	†	†	†	13	3	12	0	12	12	10	9	
†	†	†	†	10	3	12	15	13	14	13	14	Gujarat—
†	†	†	†	14	8	10	1	14	8	13	4	
25	25	†	†	16	16	†	†	17	17	12	8	
20	20	†	†	13	13	†	†	14	13	11	8	Gujarat—
†	†	†	†	13	8	13	8	10	20	13	8	
23	23	†	†	16	16	†	†	11	11	12	12	
†	†	†	†	17	12	17	8	12	12	12	8	Kathiawar—
†	†	†	†	†	†	†	†	†	†	†	†	
†	†	†	†	15	9	15	9	11	11	81	10	
†	†	†	†	†	†	†	†	†	†	†	†	Central Provinces—
†	†	†	†	16	14	3	†	12	13	10	14	
†	†	†	†	13	13	†	†	†	†	9	9	
†	†	†	†	18	20	9	†	13	1	14	6	Western—
†	†	†	†	10	10	†	†	10	10	9	9	
†	†	†	†	19	19	†	†	12	12	9	9	
†	†	†	†	17	8	17	8	15	15	10	10	Central Provinces—
†	†	†	†	14	9	14	9	10	10	10	11	
†	†	†	†	†	†	†	†	†	†	†	†	

\* Not sold.

† Not produced.

‡ Not procurable.

D



## RETAIL PRICES FOR THE 1st HALF OF JANUARY 1899—concluded. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR GUMBU (Pennisetia spicata).	
					Best sort.		Common.					
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
<b>Central Provinces—contd.</b>												
<i>Central—</i>												
Narsinghpur . . . . .	15 —	12 13	...	...	11 —	10 10	13 —	12 13	21 —	19 3	...	...
Saugor . . . . .	13 12	14 8	...	...	13 6	13 6	14 2	14 2	20 —	24 —	...	...
Damoh . . . . .	12 5	14 1	...	...	14 1	14 1	14 9	14 9	21 3	20 —	...	...
Jubbulpore . . . . .	14 8	15 —	...	...	13 —	13 —	18 —	19 —	24 —	27 —	...	...
Mandla . . . . .	18 —	17 —	...	...	14 —	14 —	20 —	20 —	...	...	...	...
Seoni . . . . .	18 —	18 —	...	...	9 —	9 —	16 —	16 —	30 —	28 —	...	...
Balaghāt . . . . .	12 —	13 8	...	...	16 —	13 —	27 8	17 8	...	...	...	...
Bhandara . . . . .	16 4	16 4	...	...	...	...	16 4	16 4	...	...	...	...
Chanda . . . . .	13 3	14 11	...	...	...	...	17 10	17 10	25 5	25 5	...	...
<i>Eastern—</i>												
Bilaspur . . . . .	18 4	18 4	...	...	16 —	12 —	21 5	21 5	...	...	...	...
Raipur . . . . .	17 —	18 8	...	...	12 —	10 —	18 2	20 —	...	...	...	...
Sambalpur . . . . .	15 —	15 —	...	...	11 —	11 —	19 —	19 —	...	...	...	...
<b>Berar—</b>												
Buldāna . . . . .	11 —	10 8	...	...	7 —	7 —	9 —	9 —	35 —	34 —	22 8	24 8
Bāsim . . . . .	12 8	12 —	...	...	6 8	6 —	10 —	9 —	32 —	28 —	...	...
Akola . . . . .	12 —	11 4	...	...	6 —	5 12	7 —	7 —	34 8	33 4	...	...
Ellichpur . . . . .	10 —	10 —	...	...	6 8	6 —	8 8	8 —	26 —	25 —	16 —	16 —
Amratoti . . . . .	11 —	11 —	...	...	7 —	7 —	10 —	10 —	30 —	28 —	24 —	23 —
Wun . . . . .	12 —	12 —	...	...	8 —	7 —	8 —	8 —	25 —	25 —	18 —	16 —
<b>Nizam's Territories—</b>												
Secunderabad . . . . .	10 2½	10 2½	...	...	6 —	6 —	8 10	8 9½	19 12	17 8½	19 12	16 10½
Belāram . . . . .	10 1	9 8	...	...	5 13	5 13	11 1	10 —	20 2	18 5	...	...
Chadarghāt . . . . .	10 —	10 —	...	...	7 8	6 8	12 8	12 8	22 8	23 12	25 —	25 —
<b>Madras—</b>												
<i>Malabar Coast—</i>												
Malabar . . . . .	...	...	...	...	...	...	11 5	10 8	...	...	...	...
S. Canara . . . . .	...	...	...	...	...	...	13 11	12 —	...	...	...	...
<i>South, central—</i>												
Coimbatore . . . . .	...	...	...	...	...	...	10 14	10 6	16 14	16 8	18 5	19 14
Nilgiris . . . . .	...	...	...	...	...	...	8 —	7 3	...	...	...	...
Salem . . . . .	...	...	...	...	...	...	10 13	10 13	19 2	18 3	16 13	16 6
<i>Central—</i>												
Bellary . . . . .	...	...	...	...	...	...	11 14	10 13	25 11	25 3	...	...
Anantapur . . . . .	...	...	...	...	...	...	11 14	11 14	24 11	26 13	...	...
Cuddapah . . . . .	...	...	...	...	...	...	10 13	10 —	22 3	22 3	21 —	21 —
Karnul . . . . .	...	...	...	...	...	...	10 11	10 11	30 13	32 14	...	...
<i>East Coast, north—</i>												
Ganjam . . . . .	...	...	...	...	...	...	12 —	12 —	...	...	...	...
Vizagapatam . . . . .	...	...	...	...	...	...	11 14	11 14	...	...	22 13	21 13
Godavari . . . . .	...	...	...	...	...	...	13 8	12 3	21 2	16 13	...	...
<i>East Coast, central—</i>												
Kistna . . . . .	...	...	...	...	...	...	16 8	17 10	23 11	23 3	...	...
Nellore . . . . .	...	...	...	...	...	...	15 14	12 11	17 8	16 8	16 —	15 —
<i>East Coast, south—</i>												
Madras . . . . .	...	...	...	...	...	...	11 8	12 8	13 —	...	...	...
Chingleput . . . . .	...	...	...	...	...	...	12 —	12 —	...	...	...	...
N. Arcot . . . . .	...	...	...	...	...	...	14 —	12 3	19 2	16 6	...	...
S. Arcot . . . . .	...	...	...	...	...	...	14 —	10 14	...	...	21 10	20 13
Tanjore . . . . .	...	...	...	...	...	...	15 14	14 3	...	...	26 3	26 3
Trichinopoly . . . . .	...	...	...	...	...	...	11 3	10 3	14 —	16 13	20 14	24 3
<i>Southern—</i>												
Tinnevely . . . . .	...	...	...	...	...	...	12 2	11 5	17 8	15 —	12 11	12 6
Madura . . . . .	...	...	...	...	...	...	11 6	11 —	17 13	17 —	16 14	16 3
<b>Mysore—</b>												
Mysore . . . . .	10 —	9 8	...	...	9 2	9 —	11 2	10 —	20 —	20 —	20 —	20 —
Bangalore . . . . .	9 —	9 —	10 —	10 —	8 3	7 10	10 —	8 4	16 4	16 4	...	...
Kolar . . . . .	8 —	8 —	6 —	6 —	8 —	8 —	10 —	10 —	...	...	...	...
Tumkur . . . . .	10 —	8 —	...	...	7 8	7 8	8 4	8 4	...	...	...	...
Hassan . . . . .	8 —	9 —	...	...	9 —	9 —	10 —	10 —	...	...	...	...
Kadur . . . . .	9 —	9 —	...	...	9 —	9 —	10 —	10 —	...	...	...	...
Shimoga . . . . .	11 9	10 8	12 10	10 8	7 14	7 14	12 1	10 8	27 5	27 5	...	...
Chitaldrug . . . . .	10 —	9 —	10 —	9 —	10 —	10 —	12 —	11 —	32 —	30 —	18 —	18 —
<b>Coorg—</b>												
Coorg . . . . .	8 8	8 —	7 8	7 8	9 8	8 —	13 8	11 8	...	...	...	...
<b>Aden . . . . .</b>												
Aden . . . . .	8 9	8 8	...	...	6 12	6 9	7 11	7 7	13 2	13 2	10 10	7 4

\* Not sold.

represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MARUA OR RAGI ( <i>Eleusine coracana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARRAR, OR THUR, CADJAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
Central Provinces—contd.												
Central—												
...	...	...	...	18 —	17 6	...	...	16 —	16 —	9 2	9 2	Narsinghpur.
...	...	...	...	19 —	19 —	...	...	13 —	13 —	10 11	10 11	Saugor.
...	...	...	...	20 —	21 13	...	...	12 12	12 12	9 2	9 2	Damoh.
...	...	...	...	23 —	23 —	...	...	14 8	14 —	9 12	9 12	Jubbulpore.
...	...	...	...	32 —	32 —	...	...	16 —	16 —	9 8	9 8	Mandla.
...	...	...	...	21 —	20 —	...	...	13 —	13 —	9 8	9 8	Seoni.
...	...	...	...	18 —	18 —	...	...	14 —	13 8	9 —	9 —	Balaghāt.
...	...	...	...	20 —	20 —	...	...	15 —	15 —	9 8	9 8	Bhandāra.
...	...	...	...	16 13	16 13	...	...	14 2	14 2	9 —	9 —	Chanda.
Eastern—												
...	...	...	...	21 5	21 5	...	...	18 4	18 4	9 2	9 2	Bilaspur.
...	...	...	...	24 —	25 —	...	...	16 —	20 —	9 —	9 —	Raipur.
...	...	...	...	17 —	17 —	...	...	12 —	12 —	10 —	10 —	Sambalpur.
Berar—												
...	...	...	...	17 —	17 —	...	...	11 —	11 —	10 8	10 8	Buldāna.
...	...	...	...	20 —	20 —	...	...	15 —	13 8	9 —	9 —	Basim.
...	...	...	...	19 4	18 4	...	...	12 —	10 8	12 8	12 8	Akola.
...	...	...	...	13 8	13 —	...	...	18 8	16 —	10 —	10 —	Ellichpur.
...	...	...	...	16 —	16 —	...	...	15 —	14 —	11 —	11 —	Amraoti.
...	...	...	...	16 —	16 —	...	...	20 —	20 —	9 8	9 8	Wun.
Nizam's Territories—												
21 —	18 9	•	•	17 8	13 14	•	•	10 9½	10 9½	9 2½	9 2½	Secunderabad.
•	•	•	•	17 4	16 —	•	•	•	•	8 12	8 12	Bolaram.
•	•	•	•	17 8	22 8	•	•	12 8	12 —	8 9	9 2	Chadarghat.
Madras—												
Malabar Coast—												
...	...	...	...	...	...	...	...	...	...	12 —	12 —	Malabar.
...	...	...	...	...	...	...	...	...	...	11 14	11 14	S. Canara.
South, central—												
18 14	18 14	...	...	...	...	...	...	...	...	11 2	10 11	Coimbatore.
...	...	...	...	...	...	...	...	...	...	10 10	10 10	Nilgiris.
19 3	19 3	...	...	...	...	...	...	...	...	10 14	10 14	Salem.
Central—												
29 2	29 2	...	...	...	...	...	...	...	...	10 13 and 12 2	10 13 and 11 8	Bellary.
27 3	27 3	...	...	...	...	...	...	...	...	11 8	11 8	Anantapur.
21 —	18 —	...	...	...	...	...	...	...	...	12 3	12 3	Cuddapah.
18 2	18 2	...	...	...	...	...	...	...	...	10 2	11 —	Karnul.
East Coast, north—												
21 6	21 6	...	...	...	...	...	...	...	...	10 —	10 —	Ganjam.
22 3	20 3	...	...	...	...	...	...	...	...	12 —	12 —	Vizagapatam.
21 13	19 2	...	...	...	...	...	...	...	...	12 2	12 2	Godavari.
East Coast, central—												
27 13	29 13	...	...	...	...	...	...	...	...	13 3	13 3	Kistna.
18 3	15 6	...	...	...	...	...	...	...	...	12 13	12 13	Nellore.
East Coast, south—												
18 3	17 10	...	...	...	...	...	...	...	...	12 8	12 8	Madras.
16 6	16 6	...	...	...	...	...	...	...	...	13 5	13 5	Chingleput.
21 13	19 11	...	...	...	...	...	...	...	...	12 2	12 2	N. Arcot.
20 11	19 2	...	...	...	...	...	...	...	...	13 3	13 3	S. Arcot.
29 6	27 3	...	...	...	...	...	...	...	...	12 14	12 14	Tanjore.
23 10	21 —	...	...	...	...	...	...	...	...	12 —	12 —	Trichinopoly.
Southern—												
19 3	17 6	...	...	...	...	...	...	...	...	14 5	14 5	Tinnevely.
18 10	17 2	...	...	...	...	...	...	...	...	13 2	13 2	Madura.
Mysore—												
16 —	17 8	20 —	20 —	10 —	9 12	...	...	8 8	7 8	10 8	10 8	Mysore.
26 —	25 2	...	...	8 —	8 —	...	...	7 —	7 —	9 —	9 —	Bangalore.
25 —	25 —	...	...	8 —	8 —	...	...	8 —	8 —	10 —	10 —	Kolar.
24 —	24 —	...	...	...	...	...	...	7 —	8 —	8 —	8 8	Tumkur.
24 —	21 13	...	...	9 —	8 —	...	...	8 —	8 —	9 —	10 —	Hassan.
25 —	23 —	...	...	9 —	9 —	...	...	7 —	7 —	9 —	9 —	Kadur.
28 6	28 6	...	...	10 8	9 7	...	...	9 7	8 15	10 8	10 —	Shimoga.
32 —	30 —	30 —	30 —	10 —	9 —	...	...	9 —	8 —	9 —	9 —	Chitaldrug.
Coorg—												
21 8	22 —	...	...	23 8	13 8	...	...	...	...	10 8	10 —	Coorg.
•	•	...	...	10 10	10 10	...	...	8 15	8 15	32 —	32 —	Aden.

\* Not sold.

FINANCE AND COMMERCE DEPARTMENT

February 23, 1899.

J. A. ROBERTSON,

Offg. Director-General of Statistics.

H. H. RISLEY,

Offg. Secretary to the Government of India.



GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

IMPORTS OF COTTON, WHEAT, LINSEED, AND INDIGO.

*Statement of the Quantity (in hundredweight) of Cotton, Wheat, Linseed, and Indigo imported by rail and river  
1st January to 31st December 1898, compared with the*

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1896.	1897.	1898.	1896.	1897.	1898.	1896.	1897.	1898.	1896.	1897.	1898.
Imports in December.												
<b>COTTON</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	2,968	3,625	1,283	...	...	...	...	...	...	2,968	3,625	1,283
N.-W. P. & Oudh . . . .	60,418	43,858	57,599	97,498	72,624	91,239	...	...	...	157,916	116,482	148,808
Panjab . . . . .	5,334	3,778	2,254	18,890	17,435	19,254	47,799	44,341	26,273	72,023	65,554	47,781
Cent. Provs. . . . .	4,846	1,103	3,155	47,894	34,735	79,871	...	...	...	52,740	35,838	83,026
Bombay . . . . .	25	...	...	183,831	179,970	253,544	...	...	...	183,856	179,970	253,544
Sind . . . . .	...	...	...	...	...	...	27,716	9,634	26,969	27,716	9,634	26,969
Madras . . . . .	...	...	...	...	...	1,738	...	...	...	...	...	1,738
Berar . . . . .	3,699	9,325	18,050	200,286	110,016	421,739	...	...	...	203,985	119,341	439,789
Assam . . . . .	1,712	470	...	...	...	...	...	...	...	1,712	470	...
Raj. & C. I. . . . .	421	225	3,071	50,871	4,518	22,524	...	...	...	51,292	4,743	25,595
Nizam's Terr. . . . .	...	...	...	...	...	3,318	...	...	...	...	...	3,318
Mysore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b> . . . . .	<b>79,423</b>	<b>62,384</b>	<b>85,382</b>	<b>599,270</b>	<b>419,298</b>	<b>893,227</b>	<b>75,515</b>	<b>53,975</b>	<b>53,242</b>	<b>754,208</b>	<b>535,657</b>	<b>1,031,851</b>
<i>By Sea—</i>												
Bengal . . . . .	501	311	820	...	...	...	...	...	...	501	311	820
Bombay . . . . .	12,303	4,275	5,175	993	502	1,008	...	...	175	13,296	4,777	6,358
Sind . . . . .	...	...	...	5,735	6,597	1,022	...	...	...	5,735	6,597	1,022
Madras . . . . .	...	1,122	2,639	67	96	937	...	...	...	...	67	1,218
Burma . . . . .	49	3,182	5,698	...	...	...	...	...	...	49	3,182	5,698
Non-Br. Ports in India . .	...	...	...	11,393	9,477	60,652	1	...	...	11,394	9,477	60,653
Foreign countries . . . .	14	1	2	3,461	4,263	2,572	...	...	...	3,475	4,264	2,574
<b>TOTAL</b> . . . . .	<b>12,867</b>	<b>8,891</b>	<b>14,334</b>	<b>21,649</b>	<b>20,935</b>	<b>66,191</b>	<b>1</b>	<b>...</b>	<b>175</b>	<b>34,517</b>	<b>29,826</b>	<b>80,700</b>
<b>TOTAL OF IMPORTS</b> . . .	<b>92,290</b>	<b>71,275</b>	<b>99,716</b>	<b>620,919</b>	<b>440,233</b>	<b>959,418</b>	<b>75,516</b>	<b>53,975</b>	<b>53,417</b>	<b>788,725</b>	<b>565,483</b>	<b>1,112,551</b>
Imports from January to December.												
<b>COTTON</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	69,853	108,657	49,748	...	12	...	...	...	...	69,853	108,669	49,748
N.-W. P. & Oudh . . . .	306,434	350,914	206,770	471,587	324,056	310,846	...	...	...	838,022	674,970	517,616
Panjab . . . . .	52,560	67,191	45,705	122,580	79,870	95,648	368,560	348,376	362,052	543,700	495,437	593,463
Cent. Provs. . . . .	12,422	13,679	22,670	244,350	224,547	424,506	...	...	...	256,772	238,226	447,176
Bombay . . . . .	63	5	...	2,581,554	1,934,260	2,540,495	...	...	...	2,581,617	1,934,265	2,540,495
Sind . . . . .	...	...	...	...	...	...	236,814	196,221	165,553	236,814	196,221	165,553
Madras . . . . .	...	...	...	81,871	19,657	43,114	...	...	...	81,871	19,657	43,114
Berar . . . . .	60,667	60,431	121,667	1,154,844	877,956	1,713,606	...	...	...	1,215,511	938,387	1,835,273
Assam . . . . .	18,093	18,834	13,769	...	...	...	...	...	...	18,093	18,834	13,769
Raj. & C. I. . . . .	14,127	38,521	35,202	649,899	812,390	593,668	...	...	...	664,026	850,911	628,870
Nizam's Terr. . . . .	...	...	...	35,381	28,089	50,214	...	...	...	35,381	28,089	50,214
Mysore . . . . .	...	...	...	4,040	234	...	...	...	...	4,040	234	...
<b>TOTAL</b> . . . . .	<b>594,219</b>	<b>658,232</b>	<b>495,531</b>	<b>5,346,106</b>	<b>4,301,071</b>	<b>5,772,097</b>	<b>605,375</b>	<b>544,597</b>	<b>527,603</b>	<b>6,545,700</b>	<b>5,503,900</b>	<b>6,795,233</b>
<i>By Sea—</i>												
Bengal . . . . .	14,140	20,903	13,944	...	2,165	...	...	...	...	14,140	23,068	13,944
Bombay . . . . .	134,776	88,444	88,647	60,926	39,702	18,582	...	...	1,151	195,702	128,146	108,300
Sind . . . . .	...	...	...	207,435	121,033	57,632	...	...	...	207,435	121,033	57,632
Madras . . . . .	20,707	2,920	45,079	7,280	7,024	10,919	...	...	...	27,987	9,044	56,808
Burma . . . . .	10,969	10,491	38,769	2,559	561	200	...	...	...	13,528	11,052	38,999
Non-Br. Ports in India . .	...	...	...	1,152,847	617,520	822,593	2	...	...	1,152,849	617,520	822,593
Foreign countries . . . .	5,179	2,933	3,172	75,060	41,017	43,345	...	...	...	80,239	43,950	46,517
<b>TOTAL</b> . . . . .	<b>185,771</b>	<b>125,691</b>	<b>190,511</b>	<b>1,506,107</b>	<b>829,022</b>	<b>953,271</b>	<b>2</b>	<b>...</b>	<b>1,151</b>	<b>1,691,880</b>	<b>954,713</b>	<b>1,144,931</b>
<b>TOTAL OF IMPORTS</b> . . .	<b>779,990</b>	<b>783,923</b>	<b>686,042</b>	<b>6,852,213</b>	<b>5,130,093</b>	<b>6,725,368</b>	<b>605,377</b>	<b>544,597</b>	<b>528,756</b>	<b>8,237,580</b>	<b>6,458,613</b>	<b>7,940,164</b>

and by sea into Calcutta, the City of Bombay, and Karachi, during the month of December 1898, and from corresponding periods of the years 1896 and 1897.

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1896.	1897.	1898.	1896.	1897.	1898.	1896.	1897.	1898.	1896.	1897.	1898.
<b>Imports in December.</b>												
<b>WHEAT</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	22,731	9,308	73,147	...	...	...	...	...	...	22,731	9,308	73,147
N.W. P. & Oudh . . . . .	13,397	180,025	264,864	...	39,063	113,868	...	...	10,899	13,397	216,088	389,631
Panjab . . . . .	1	9,340	1,016	...	10,404	72,375	55,199	270,873	558,739	55,200	287,617	632,130
Cent. Provs. . . . .	14,521	...	...	987	11,799	64,632	...	...	...	15,508	11,799	64,632
Bombay . . . . .	...	...	...	6,577	9,427	42,880	...	...	...	6,577	9,427	42,880
Sind . . . . .	...	...	...	...	...	...	2,902	111,996	114,649	2,902	111,996	114,649
Madras . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Berar . . . . .	...	...	...	54	...	1	...	...	...	54	...	1
Assam . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I. . . . .	...	...	...	4,534	8,144	16,808	...	...	...	4,534	8,144	16,808
Nizam's Terr. . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Mysore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	50,650	195,673	339,027	12,152	69,837	310,564	58,101	382,869	684,287	120,903	648,379	1,333,878
<i>By Sea—</i>												
Bengal . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bombay . . . . .	475	...	...	20	...	10,625	750	...	...	1,245	...	10,625
Sind . . . . .	...	...	...	54,133	128,164	95,720	...	...	...	54,133	128,164	95,720
Madras . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Burma . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India . . . . .	...	...	...	1	110	14,451	...	...	...	1	110	14,451
Foreign countries . . . . .	312,050	...	...	22,718	...	...	3,080	...	4	337,848	...	4
<b>TOTAL</b>	312,525	...	...	76,872	128,274	120,796	3,830	...	4	393,227	128,274	120,800
<b>TOTAL OF IMPORTS</b>	363,175	195,673	339,027	89,024	198,111	431,360	61,931	382,869	684,291	514,130	776,653	1,454,678

## Imports from January to December.

<b>WHEAT</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	434,175	140,661	704,009	...	222	...	...	...	...	434,175	140,883	704,009
N.W. P. & Oudh . . . . .	850,999	1,378,299	4,635,009	8,735	111,048	2,477,490	...	...	149,964	859,734	1,490,247	7,262,463
Panjab . . . . .	113,676	88,922	125,690	15,737	46,474	1,114,306	1,463,929	1,823,313	8,180,642	1,593,342	1,958,709	9,420,838
Cent. Provs. . . . .	143,469	26,854	2,950	638,362	39,880	1,513,787	...	...	...	781,831	66,734	1,516,737
Bombay . . . . .	...	...	...	1,222,801	216,787	1,352,180	...	...	...	1,222,801	216,787	1,352,180
Sind . . . . .	...	...	...	...	...	...	885,704	902,163	1,864,139	885,704	902,163	1,864,139
Madras . . . . .	...	...	...	...	...	27	...	...	...	...	...	27
Berar . . . . .	5,798	...	...	34,563	152	7,279	...	...	...	40,301	152	7,279
Assam . . . . .	78	284	840	...	...	...	...	...	...	78	284	840
Raj. & C. I. . . . .	...	278	70	588,079	71,407	462,579	...	...	23	588,079	71,685	462,672
Nizam's Terr. . . . .	...	...	...	1,503	27	1,345	...	...	...	1,503	27	1,345
Mysore . . . . .	...	...	...	5,747	...	...	...	...	...	5,747	...	...
<b>TOTAL</b>	1,548,195	1,635,298	5,468,568	2,515,527	486,897	6,929,193	2,349,633	2,725,476	10,194,768	6,413,355	4,847,671	22,592,529
<i>By Sea—</i>												
Bengal . . . . .	804	75	...	4,659	9	15	822	...	...	6,285	84	15
Bombay . . . . .	20,050	...	...	415,562	5,973	78,579	2,026	60	96	437,638	6,033	78,675
Sind . . . . .	...	...	...	940,856	1,286,469	813,726	47	61	...	940,903	1,286,530	813,726
Madras . . . . .	1,563	...	1,069	...	86	78	...	...	...	1,563	86	1,147
Burma . . . . .	46	...	5	139,717	...	...	22	...	...	139,785	...	5
Non-Br. Ports in India . . . . .	2	...	...	38,712	14,453	315,853	21,250	...	890	59,970	14,453	316,743
Foreign countries . . . . .	312,050	82,254	...	77,919	54,882	32	24,805	1,216	4	414,774	138,352	36
<b>TOTAL</b>	334,515	82,329	1,074	1,617,425	1,361,872	1,208,283	48,978	1,337	990	2,000,918	1,445,538	1,210,347
<b>TOTAL OF IMPORTS</b>	1,882,710	1,717,627	5,469,642	4,132,952	1,848,769	8,137,476	2,398,611	2,726,813	10,195,758	8,414,273	6,293,209	23,802,876



*Statement of the Quantity (in hundredweight) of Cotton, Wheat, Linseed, and Indigo imported by rail and river  
1st January to 31st December 1898, compared with 1897.*

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1896.	1897.	1898.	1896.	1897.	1898.	1896.	1897.	1898.	1896.	1897.	1898.
<b>Imports in December.</b>												
<b>LINSEED</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	64,855	141,195	241,525	...	...	...	...	...	...	64,855	141,195	241,525
N.-W. P. & Oudh . . . . .	7,686	24,391	85,097	16	2,264	5,932	...	...	...	7,702	26,655	91,027
Panjab . . . . .	...	...	...	...	...	1	...	10	3	...	10	...
Cent. Provs. . . . .	...	...	1,808	3,050	13,400	26,789	...	...	...	3,050	13,400	26,789
Bombay . . . . .	...	...	...	10,834	40,147	50,126	...	...	...	10,834	40,147	50,126
Sind . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Madras . . . . .	...	...	...	317	70	583	...	...	...	317	70	583
Berar . . . . .	...	...	...	4,517	27,695	9,048	...	...	...	4,517	27,695	9,048
Assam . . . . .	480	1,247	25	...	...	...	...	...	...	480	1,247	25
Raj. & C. I. . . . .	...	...	...	1,679	5,454	26,478	...	...	...	1,679	5,454	26,478
Nizam's Terr. . . . .	...	...	...	9,424	18,663	15,825	...	...	...	9,424	18,663	15,825
Mysore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>73,021</b>	<b>166,833</b>	<b>328,455</b>	<b>29,837</b>	<b>113,693</b>	<b>134,782</b>	<b>...</b>	<b>10</b>	<b>3</b>	<b>102,858</b>	<b>280,536</b>	<b>463,240</b>
<i>By Sea—</i>												
Bengal . . . . .	34	...	153	...	...	...	...	...	...	34	...	153
Bombay . . . . .	...	...	...	9	...	49	9	...	...	18	...	49
Sind . . . . .	...	...	...	5	...	...	...	...	...	5	...	...
Madras . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Burma . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India . . . . .	...	...	...	145	677	881	...	...	...	145	677	881
Foreign countries . . . . .	1	...	...	263	581	585	...	...	...	264	581	585
<b>TOTAL</b>	<b>35</b>	<b>...</b>	<b>153</b>	<b>422</b>	<b>1,258</b>	<b>1,515</b>	<b>9</b>	<b>...</b>	<b>...</b>	<b>466</b>	<b>1,258</b>	<b>1,666</b>
<b>TOTAL OF IMPORTS</b>	<b>73,056</b>	<b>166,833</b>	<b>328,608</b>	<b>30,259</b>	<b>114,951</b>	<b>136,297</b>	<b>9</b>	<b>10</b>	<b>3</b>	<b>103,324</b>	<b>281,794</b>	<b>464,906</b>
<b>Imports from January to December.</b>												
<b>LINSEED</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	2,342,820	2,028,321	4,045,853	...	...	21	...	...	...	2,342,820	2,028,321	4,045,853
N.-W. P. & Oudh . . . . .	559,281	701,698	1,604,862	25,740	48,540	230,156	1,220	...	1,773	580,259	750,238	1,839,779
Panjab . . . . .	469	...	...	25	...	749	14,256	2,565	8,497	14,750	2,565	9,215
Cent. Provs. . . . .	87,408	1,439	45,210	361,495	136,151	674,726	...	...	...	448,903	137,590	719,625
Bombay . . . . .	194	...	...	1,507,176	178,020	730,342	...	...	...	1,507,370	178,020	730,342
Sind . . . . .	...	...	...	...	...	...	215	28	...	215	28	...
Madras . . . . .	...	...	...	101,467	173	37,222	...	...	...	101,467	173	37,222
Berar . . . . .	63,755	4,229	...	718,016	84,714	334,796	...	...	...	781,771	88,943	334,796
Assam . . . . .	34,422	38,068	66,694	...	...	...	...	...	...	34,422	38,068	66,694
Raj. & C. I. . . . .	...	7	20,447	106,684	107,053	353,627	...	...	...	106,684	107,053	353,627
Nizam's Terr. . . . .	...	...	...	571,625	60,995	213,278	...	...	...	571,625	60,995	213,278
Mysore . . . . .	...	...	...	164	157	...	...	...	...	164	157	...
<b>TOTAL</b>	<b>3,088,349</b>	<b>2,773,762</b>	<b>5,783,666</b>	<b>3,482,401</b>	<b>615,773</b>	<b>2,580,917</b>	<b>15,700</b>	<b>2,593</b>	<b>10,270</b>	<b>6,586,450</b>	<b>3,392,128</b>	<b>8,374,253</b>
<i>By Sea—</i>												
Bengal . . . . .	1,432	...	2,008	175	...	...	...	...	...	1,607	...	2,008
Bombay . . . . .	...	...	...	1,342	1,643	1,386	88	40	12	1,430	1,683	1,386
Sind . . . . .	...	...	...	9,757	2,050	2,343	...	...	...	9,757	2,050	2,343
Madras . . . . .	208	...	...	...	...	...	...	...	...	208	...	...
Burma . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India . . . . .	...	...	...	19,788	5,940	2,989	...	...	...	19,788	5,940	2,989
Foreign countries . . . . .	5	...	...	4,501	13,456	5,870	...	...	...	4,506	13,456	5,870
<b>TOTAL</b>	<b>1,645</b>	<b>...</b>	<b>2,008</b>	<b>35,563</b>	<b>23,095</b>	<b>12,588</b>	<b>88</b>	<b>40</b>	<b>12</b>	<b>37,296</b>	<b>23,135</b>	<b>14,608</b>
<b>TOTAL OF IMPORTS</b>	<b>3,089,994</b>	<b>2,773,762</b>	<b>5,785,674</b>	<b>3,517,964</b>	<b>638,868</b>	<b>2,593,505</b>	<b>15,788</b>	<b>2,633</b>	<b>10,282</b>	<b>6,623,746</b>	<b>3,415,263</b>	<b>8,388,861</b>

and by sea into Calcutta, the City of Bombay, and Karachi, during the month of December 1898, and from corresponding periods of the years 1896 and 1897—contd.

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1896.	1897.	1898.	1896.	1897.	1898.	1896.	1897.	1898.	1896.	1897.	1898.
Imports in December.												
INDIGO												
Rail and River—												
Bengal . . . . .	29,872	29,276	47,782	...	1	...	...	...	...	29,872	29,277	47,782
W. P. & Oudh . . . . .	12,372	17,254	10,355	...	4	14	...	...	...	12,372	17,258	10,369
Punjab . . . . .	45	36	142	...	28	...	434	434	175	479	498	317
Cent. Provs. . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bombay . . . . .	...	...	...	189	1,176	544	...	...	...	189	1,176	544
And . . . . .	...	...	...	...	...	...	386	558	276	386	558	276
Madras . . . . .	...	...	...	2	384	88	...	...	...	2	384	88
Coastal . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Assam . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ch. & C. I. . . . .	...	...	...	104	172	...	...	...	...	104	172	...
Princely Terr. . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Mysore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL . . . . .	42,289	46,566	58,279	295	1,765	646	820	992	451	43,404	49,323	59,376
Sea—												
Bengal . . . . .	...	...	18	...	...	...	...	...	...	...	...	18
Bombay . . . . .	110	...	...	...	...	...	1	...	1	111	...	1
And . . . . .	...	...	...	355	476	649	...	...	...	355	476	649
Madras . . . . .	...	...	...	17	...	...	...	...	...	17	...	...
Coastal . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Assam . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ch. & C. I. . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Princely Terr. . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Mysore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL . . . . .	110	...	18	372	476	649	1	...	1	483	476	668
TOTAL OF IMPORTS . . . . .	42,399	46,566	58,297	667	2,241	1,295	821	992	452	43,887	49,799	60,044

## Imports from January to December.

INDIGO												
Rail and River—												
Bengal . . . . .	52,572	47,825	59,648	...	1	...	...	...	...	52,572	47,826	59,648
W. P. & Oudh . . . . .	55,987	34,773	22,847	16	19	29	...	...	...	56,003	34,792	22,876
Punjab . . . . .	75	372	142	11	104	24	8,075	4,621	3,728	8,161	5,097	3,894
Cent. Provs. . . . .	30	...	...	2	8	...	...	...	...	32	8	...
Bombay . . . . .	...	1	...	4,459	3,495	3,583	...	...	...	4,459	3,496	3,583
And . . . . .	...	...	...	...	...	...	7,990	3,906	4,721	7,990	3,906	4,721
Madras . . . . .	...	...	...	667	590	803	...	...	...	667	590	803
Coastal . . . . .	...	...	...	20	...	...	...	...	...	79	...	...
Assam . . . . .	59	...	...	...	...	...	...	...	...	...	...	...
Ch. & C. I. . . . .	...	...	...	526	548	587	...	...	...	526	548	587
Princely Terr. . . . .	2	...	...	194	166	...	...	...	...	196	166	...
Mysore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL . . . . .	108,725	82,971	82,637	5,895	4,931	5,026	16,065	8,527	8,449	130,685	96,429	96,112
Sea—												
Bengal . . . . .	11	...	48	31	...	29	...	...	...	42	...	77
Bombay . . . . .	220	...	...	...	...	...	43	179	11	263	179	11
And . . . . .	...	...	...	8,799	5,018	5,150	...	...	...	8,799	5,018	5,150
Madras . . . . .	3	...	5	37	38	35	...	...	...	40	38	40
Coastal . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Assam . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ch. & C. I. . . . .	...	...	...	...	...	...	3	...	...	3	...	...
Princely Terr. . . . .	2	6	4	253	...	...	...	...	102	255	6	106
TOTAL . . . . .	236	6	57	9,120	5,056	5,214	46	179	113	9,402	5,241	5,384
TOTAL OF IMPORTS . . . . .	108,961	82,977	82,694	15,015	9,987	10,240	16,111	8,706	8,562	140,087	101,670	101,496

J. A. ROBERTSON,  
Offg. Director-General of Statistics.

T. W. HOLDERNESS,  
Secretary to the Government of India.

Calcutta, the 23rd February 1899.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 12TH FEBRUARY, 1898, AND FROM 1ST JANUARY TO 11TH FEBRUARY, 1899.

N.B.—As regards the figures in column *Total Earnings from 1st January 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the first half of 1898.	WEEK ENDING 12TH FEBRUARY, 1898.				WEEK ENDING 11TH FEBRUARY, 1899.				Earnings from 1st January to 12th February, 1898.	Earnings from 1st January to 11th February, 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.													
Standard gauge—													
East Indian	694	1,740	12,32,872	709	1,745	12,27,000	703	75,21,568	73,90,000	...	1,31,568		
Bengal Central	162	125	18,572	149	123	17,600	141	1,26,248	1,24,000	...	2,248		
Bengal-Nagpur	181	863	1,57,216	182	1,186	1,87,000	158	8,67,866	10,52,000	1,84,134	...		
Indian Midland (including Bhopal-Irtasi)	171	752	1,25,815	167	868	1,45,000	167	8,02,015	8,61,000	58,985	...		
Bezawda Extn. (East Coast State)	191	21	3,779	180	21	3,400	162	20,951	15,400	...	5,551		
Madras-Ennur sec. (Bezawda-Mad.)	119	9	641	71	9	700	78	4,677	4,400	...	277		
Metre gauge—													
Rajputana-Malwa (inclgd. G.-R.-Nagda)	264	1,815	4,44,716	245	1,815	4,90,000	270	25,80,805	29,19,000	3,38,195	...		
Palampur-Deesa	44	17	517	30	17	500	29	2,836	3,900	1,064	...		
South Indian	161	1,042	1,38,966	153	1,023	1,35,000	135	9,18,534	8,42,000	...	76,534		
Mayavaram-Mutpet	88	54	4,585	85	54	3,600	67	24,880	23,200	...	1,680		
Southern Mahratta (inclgd. G.-M. Fron. sec.)	103	1,165	1,08,505	93	1,165	1,03,000	88	6,05,689	5,81,000	...	24,689		
Mysore section (Southern Mahratta)	107	296	31,418	100	296	22,000	74	2,05,380	1,17,000	...	88,380		
Bengal and North-Western system	162	827	1,32,928	161	928	1,56,000	108	8,21,001	8,34,000	12,999	...		
Lucknow-Bareilly	106	231	17,578	76	231	21,800	94	1,35,659	1,34,000	...	1,659		
Assam-Bengal.	90	286	25,985	91	398	30,000	75	1,47,004	1,90,000	42,936	...		
Burma	223	930	2,32,257	248	930	2,16,000	231	13,83,005	11,47,000	...	2,36,005		
TOTAL	266	10,178	20,96,350	265	10,817	27,61,600	255	1,61,68,178	1,62,37,900	69,722	...		
State lines worked by the State.													
Standard gauge—													
North-Western (a)	287	2,886	7,36,168	255	2,886	6,26,000	217	45,70,466	39,89,000	...	5,81,466		
Oudh and Rohilkhand (inclgd. the m.g. link)	217	875	1,62,995	186	1,013	2,14,000	211	11,46,107	12,20,000	73,893	...		
Eastern Bengal (inclgd. metre & 2' 6")	319	818	2,74,483	336	825	2,34,000	254	18,50,011	14,37,000	...	4,13,011		
East Coast (b)	116	536	5,717	98	720	64,400	89	3,57,307	3,09,000	11,633	...		
Special gauges—													
Jorhat	66	28	1,430	51	28	1,200	43	11,040	10,800	...	240		
Cherra-Companyganj	20	...	(c)	...	8	600	75	(c)	3,200	...	3,200		
TOTAL	261	5,143	12,27,793	239	5,480	11,40,200	203	79,34,991	70,29,000	...	9,05,991		
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	514	1,491	7,25,569	487	1,491	9,36,000	628	41,48,041	53,45,000	11,96,959	...		
Bombay, Baroda and Central India.	775	461	2,46,815	535	461	3,01,000	653	15,03,774	18,63,000	3,59,226	...		
Madras	258	840	2,10,376	250	840	1,77,000	211	12,07,289	10,38,000	...	2,29,289		
TOTAL	480	2,792	11,82,760	424	2,792	14,14,000	506	69,19,104	82,46,000	3,20,896	...		
TOTAL (GUARANTEED AND STATE)	297	18,113	31,06,903	282	10,039	33,15,800	278	3,10,22,273	3,15,12,900	4,90,627	...		
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	217	162	28,621	177	162	22,900	141	2,62,288	1,44,000	...	1,18,288		
Tarapur	320	22	7,361	335	22	6,200	282	41,377	34,100	...	7,277		
Southern Punjab (Delhi-Samastota)	75	490	15,150	38	490	22,900	57	1,12,151	1,41,000	28,849	...		
Tapti Valley	...	...	...	...	36	1,500	42	...	6,200	6,200	...		
Metre gauge—													
Mymensingh-Jamalpur-Jagannath-ganj	...	...	...	...	33	1,200	36	...	5,900	5,900	...		
Rohilkhand and Kumaon (Co.'s sec.)	137	66	4,405	67	66	6,200	94	29,503	33,900	4,397	...		
Bengal Doonars	106	30	3,701	104	36	2,600	72	22,370	15,700	...	6,670		
Dibru-Sadiya	200	78	14,649	180	78	16,500	212	90,192	96,300	6,108	...		
Ahmedabad-Parantij	59	55	2,093	38	55	3,100	50	14,722	19,100	4,378	...		
Special gauges—													
Darjeeling-Himalayan	266	51	8,436	165	51	12,000	235	58,387	54,000	...	4,387		
Batal	156	21	2,955	142	21	5,200	248	19,250	21,900	2,650	...		
TOTAL	133	891	27,464	98	960	1,00,300	104	6,50,249	5,72,100	...	78,149		
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goon	31	74	1,825	25	74	5,200	70	13,293	32,400	19,107	...		
Bhopal-Ujjain	76	114	8,742	77	114	11,900	104	53,102	65,700	12,598	...		
Nagda-Ujjain	86	35	3,076	88	34	2,100	62	12,673	10,800	...	1,873		
The Nizam's guaranteed state	235	334	78,503	235	334	83,400	250	4,45,476	4,50,000	4,524	...		
The Gaekwar's Petlad	70	13	451	37	13	800	62	2,386	4,800	2,414	...		
Rajputa-Bhatinda	140	108	12,034	111	108	9,600	89	88,531	61,900	...	26,631		
Kolar Gold-fields	408	10	3,601	360	10	4,000	400	21,122	21,200	78	...		
Metre gauge—													
Yesvantpur-Mysore Frontier section (inclgd. M.-Nanjangud)	71	66	4,680	71	66	2,500	38	26,967	15,800	...	11,167		
The Gaekwar's Mehsana	81	93	6,761	73	93	6,400	69	36,791	35,900	...	891		
Kolhapur	55	29	1,445	50	29	2,000	69	7,405	10,400	2,995	...		
Special gauges—													
The Gaekwar's Dabhoi	58	79	3,294	42	79	4,000	51	18,922	20,400	1,478	...		
Rajpipla	13	19	85	4	24	1,000	42	415	2,600	2,185	...		
Cooch Behar	63	22	742	34	25	1,200	48	8,097	7,600	...	497		
TOTAL	133	990	1,25,207	120	1,003	1,34,100	134	7,35,090	7,39,500	4,410	...		
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junagad-Porbandar	126	334	27,059	81	334	39,100	117	1,90,408	2,07,000	16,592	...		
Jetalsar-Rajkot	80	46	3,010	65	46	3,400	74	20,669	20,200	...	469		
Jamnagar	38	54	1,202	22	54	1,900	35	9,999	11,500	1,501	...		
Dhrangadra	...	...	...	...	21	1,600	70	...	7,300	7,300	...		
Jodhpore-Bikaner	66	364	25,652	70	407	38,300	95	1,41,483	2,32,000	90,517	...		
Godpore-Chitor	42	60	2,188	36	60	2,600	43	11,308	16,600	5,292	...		
Special gauge—													
Morvi	82	94	5,869	62	94	7,600	81	37,439	43,400	5,961	...		
TOTAL	86	952	64,980	68	1,016	94,700	93	4,11,306	5,38,000	1,26,694	...		
GRAND TOTAL	273	20,952	53,84,634	257	22,068	56,44,900	256	3,28,18,909	3,33,62,500	5,43,591	...		

(a) Includes Jammu and Kashmir and Hyderabad-Shadipatti rlys.

(b) Includes Bezawda-Madras ry.

(c) Closed for traffic.

CALCUTTA, the 24th February, 1899.

W. J. McELHINNY, Capt., R.E.

Offg. Under Secy. to the Govt. of India.

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. XLIV of 1898-99.

## STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April, 1898*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 12TH FEBRUARY, 1898.				WEEK ENDING 11TH FEBRUARY, 1898.				Earnings from 1st April, 1897, to 12th February, 1898.	Earnings from 1st April, 1898, to 11th February, 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open.		Total.	Per mile open.						
State lines worked by companies.													
Standard gauge—													
East Indian	654	1,740	12,32,872	709	1,745	12,27,000	703	5,08,23,962	5,12,63,000	4,39,038	...	...	
Bengal Central	183	125	18,572	149	125	17,600	141	10,34,774	8,79,000	...	1,55,774	...	
Bengal-Nagpur	139	862	1,57,216	182	1,186	1,87,000	158	51,33,139	59,18,000	7,84,861	...	...	
Indian Midland (including Bhopal-Itarsi)	155	752	1,25,815	167	868	1,45,000	167	52,74,743	53,94,000	1,19,257	...	...	
Bezawda extn. (East Coast State)	155	21	3,779	180	21	3,400	162	1,39,456	1,31,000	...	8,456	...	
Madras-Enndr sec. (Bezawda-Mad.)	135	9	641	71	9	700	78	50,355	34,900	...	15,455	...	
Metro gauge—													
Rajputana-Malwa (inclgd. G.R.-Nagda)	210	1,815	4,44,716	245	1,815	4,90,000	270	1,70,02,686	1,97,60,000	27,57,314	...	...	
Palanpur-Deesa	44	17	517	30	17	500	29	35,303	34,600	...	703	...	
South Indian	166	1,042	1,58,966	153	1,023	1,38,000	135	79,20,082	72,95,000	...	6,31,082	...	
Mayavaram-Mutpet	92	54	4,585	85	54	3,600	67	2,29,739	2,13,000	...	16,739	...	
Southern Mahratta (inclgd. G.-M. Fron. sec.)	113	1,165	1,08,505	93	1,165	1,03,000	88	60,64,084	46,69,000	...	13,95,084	...	
Mysore section (Southern Mahratta)	123	296	31,418	106	296	22,000	74	16,96,045	10,99,000	...	5,97,045	...	
Bengal and North-Western system	147	827	1,32,928	161	928	1,50,000	168	53,45,607	55,65,000	2,19,393	...	...	
Lucknow-Bareilly	81	231	17,578	76	231	21,800	94	7,47,713	8,90,000	1,41,287	...	...	
Assam-Bengal	73	286	25,985	91	398	30,000	75	8,59,655	11,04,000	3,04,345	...	...	
Burma	186	936	2,32,257	248	936	2,10,000	231	71,59,164	71,95,000	35,836	...	...	
TOTAL	243	10,178	20,96,350	265	10,817	27,61,600	255	10,95,22,007	11,15,03,500	19,81,493	...	...	
State lines worked by the State.													
Standard gauge—													
North Western (a)	236	2,886	7,36,168	255	2,886	6,26,000	217	3,01,14,160	3,18,96,000	17,81,840	...	...	
Oudh and Rohilkhand (inclgd. the m.g. link)	195	875	1,62,995	186	1,013	2,14,000	211	75,96,645	86,80,000	10,83,355	...	...	
Eastern Bengal (inclgd. metre & 2'6")	362	818	2,74,483	336	825	2,34,000	284	1,34,76,411	1,24,39,000	...	10,37,411	...	
East Coast (b)	106	536	52,717	98	720	64,400	89	25,94,710	23,09,000	...	1,95,710	...	
Special gauges—													
Jorhat	69	28	1,430	51	28	1,200	43	82,446	81,600	...	846	...	
Cherra-Companyganj	44	...	(c)	...	8	600	75	(d) 4,257	(e) 4,400	143	...	...	
TOTAL	235	5,143	12,27,793	239	5,480	11,40,200	208	5,37,78,629	5,54,10,000	16,31,371	...	...	
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	381	1,491	7,25,569	487	1,491	9,36,000	628	2,43,36,810	3,06,13,000	62,76,190	...	...	
Bombay, Baroda and Central India	586	461	2,46,815	535	461	3,01,000	653	1,21,86,661	1,41,15,000	19,28,339	...	...	
Madras	261	840	2,10,376	250	840	1,77,000	211	99,44,311	90,79,000	...	8,65,311	...	
TOTAL	379	2,792	11,82,760	424	2,792	14,14,000	506	4,64,67,782	5,38,07,000	73,39,218	...	...	
TOTAL (GUARANTEED AND STATE) ASSISTED COMPANIES.													
	262	18,113	51,06,903	282	19,089	53,15,800	278	20,97,68,418	22,07,20,500	1,09,52,082	...	...	
Standard gauge—													
Delhi-Umballa-Kalka	207	162	28,621	177	162	22,900	141	15,05,228	12,51,000	...	2,54,228	...	
Tarkessur	278	22	7,361	335	22	6,200	282	2,60,647	2,54,000	...	12,647	...	
Southern Punjab (Delhi-Samasata)	42	400	15,150	38	400	22,900	57	(f) 2,15,792	12,64,000	10,48,208	...	...	
Tapti Valley	...	...	...	...	36	1,500	42	...	(g) 9,000	9,000	...	...	
Metro gauge—													
Mymensingh-Jamalpur-Jagannath-ganj	...	...	...	...	33	1,200	36	...	(h) 13,900	13,900	...	...	
Rohilkund and Kumaon (Co.'s sec.)	121	66	4,495	67	66	6,200	94	3,54,350	4,06,000	51,650	...	...	
Bengal Dooars	149	36	3,761	104	36	2,600	72	2,55,080	2,35,000	...	20,080	...	
Dibru-Sadiya	198	78	14,649	188	78	16,500	212	6,81,959	6,92,000	10,041	...	...	
Ahmedabad-Parantij	45	55	2,093	38	55	3,100	56	(i) 83,790	1,39,000	55,210	...	...	
Special gauges—													
Darjeeling-Himalayan	274	51	8,436	165	51	12,000	235	6,46,936	6,48,000	1,064	...	...	
Burai	125	21	2,988	122	21	5,200	248	1,15,978	1,06,000	...	9,978	...	
TOTAL	147	891	87,464	98	960	1,00,300	104	41,25,760	50,17,900	8,92,140	...	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonna	26	74	1,825	25	74	5,200	70	84,901	1,33,000	48,099	...	...	
Bhopal-Ujjain	61	114	8,742	77	114	11,900	104	3,06,301	3,72,000	65,699	...	...	
Nagda-Ujjain	60	35	3,076	88	34	2,100	62	90,057	1,06,000	15,943	...	...	
The Nizam's guaranteed state	211	334	78,503	235	334	83,400	250	31,35,876	33,94,000	2,58,124	...	...	
The Gaekwar's Peltad	84	13	481	37	13	800	62	54,493	49,900	...	4,593	...	
Rajpura-Bhatinda	122	108	12,032	111	108	9,600	89	6,00,370	5,51,000	...	49,370	...	
Kolar Gold-fields	402	10	3,601	360	10	4,000	400	1,77,985	1,73,000	...	4,985	...	
Metro gauge—													
Yeshwantpur-Mysore Frontier section (inclgd. M.-Nanjangud)	84	66	4,680	71	66	2,500	38	2,62,496	1,71,000	...	91,496	...	
The Gaekwar's Mehsana	71	93	6,781	73	93	6,400	69	2,99,003	3,01,000	1,997	...	...	
Kolhapur	57	29	1,445	50	29	2,000	69	75,709	70,200	...	5,509	...	
Special gauges—													
The Gaekwar's Dabhoi	51	79	3,294	42	79	4,000	51	1,79,960	1,86,000	6,040	...	...	
Rajpipla	11	19	85	4	24	1,000	42	6,120	10,900	4,780	...	...	
Cooch Behar	54	22	742	34	25	1,200	48	50,070	58,200	7,271	...	...	
TOTAL	120	996	1,25,287	126	1,093	1,34,100	134	53,24,200	55,76,200	2,52,000	...	...	
Lines owned and worked by native states.													
Metro gauge—													
Bhavnagar-Gondal-Junagad-Porbandar	97	334	27,059	81	334	39,100	117	14,68,129	14,92,000	23,871	...	...	
Jaisalmer-Rajkot	82	40	3,010	65	40	3,400	74	1,74,733	1,55,000	...	19,733	...	
Jamnagar	38	54	1,202	22	54	1,900	35	(j) 94,475	92,800	...	1,675	...	
Dharangadh	...	...	...	...	21	1,600	70	...	(k) 30,400	30,400	...	...	
Jodhpore-Bikaner	62	364	25,652	70	407	38,500	95	10,23,985	12,90,000	2,66,015	...	...	
Udypore-Chitor	38	60	2,188	36	60	2,600	43	1,04,013	1,33,000	28,987	...	...	
Special gauge—													
Morni	83	94	5,869	62	94	7,600	81	3,71,511	3,47,000	...	24,511	...	
TOTAL	75	952	64,980	68	1,016	94,700	93	32,36,846	35,49,200	3,03,354	...	...	
GRAND TOTAL													
	243	20,952	53,84,634	257	22,068	56,44,500	250	22,24,55,224	23,48,54,800	1,23,99,576	...	...	

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rya.

(b) Includes Bezawda-Madras rya.

(c) Closed for traffic.

(d) From 1st April to 12th June, 1897.

(e) From 1st to 30th April, 1898, and from 1st January to 11th February, 1899.

(f) From 10th November, 1897, to 12th February, 1898.

(g) From 1st December, 1898, to 11th February, 1899.

(h) From 15th October, 1898, to 11th February, 1899.

(i) From 1st May, 1897, to 11th February, 1898.

(j) From 8th April, 1897, to 12th February, 1898.

(k) From 1st June, 1898, to 11th February, 1899.

W. J. MCELHINNY, Capt., R.E.

Offg. Under Secy to the Govt. of India.



GOVERNMENT OF INDIA.  
FINANCE AND COMMERCE DEPARTMENT.

REPORT ON THE CASH BALANCES AND RESOURCE OPERATIONS OF THE INDIAN  
TREASURIES FOR THE TWELVE MONTHS FROM OCTOBER 1897 TO SEPTEMBER 1898.

No. 888A, dated Calcutta, the 23rd February 1899.

ORDER—By the Government of India, Finance and Commerce Department.

READ—

Letter from the Comptroller and Auditor General, No. 1886, dated the 7th February 1899, submitting a report on the Cash Balances and Resource Operations of the Indian Treasuries for the twelve months from October 1897 to September 1898.

ORDERED that the letter and its annexures be published in the *Gazette of India* for general information.

H. H. RISLEY,  
*Offg. Secretary to the Government of India.*

No. 1886, dated Calcutta, the 7th February 1899.

From—The Comptroller and Auditor General,

To—The Secretary to the Government of India, Finance and Commerce Department.

I have the honour to submit my report on the Cash Balances and Resource Operations of our Treasuries for the twelve months from October 1897 to September 1898.

**Minimum Balances.**

2. The following table gives the estimated Minimum Balances for all India for each month, from October 1898 to September 1899, and their distribution between the District Treasuries of the several Provinces and the Reserve Treasuries and Presidency Banks. The usual statements, marked A and B, showing the comparison of these balances with the estimates of previous years, are appended at the end. In the table the total balances at the Presidency towns have been shown as usual in a lump sum in a separate column:—

[In lakhs of Rupees.]

		DISTRICT TREASURIES.										Presidency Bank and Reserve Treasuries.	Grand Total.
		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W.P. and Oudh.	Punjab.	Madras.	Bombay.	Total.		
1st October	1898	34	41	48	29	70	1,36	94	70	1,00	6,22	4,98	11,20
"	November	24	40	44	25	75	1,00	85	70	1,00	5,63	3,47	9,10
"	December	23	35	40	20	75	1,06	75	60	85	5,19	3,31	8,50
"	January 1899	26	35	46	26	75	1,30	80	75	90	5,83	2,67	8,50
"	February	31	40	58	40	90	1,45	1,02	1,20	90	7,16	4,04	11,20
"	March	43	48	74	44	1,00	1,63	96	1,15	1,10	7,93	4,07	12,00
"	April	42	48	87	43	1,90	1,63	95	1,25	95	8,88	5,12	14,00
"	May	30	46	71	40	1,30	1,43	90	1,15	95	7,60	5,10	12,70
"	June	42	48	63	36	90	1,70	85	95	90	7,19	4,81	12,00
"	July	45	50	61	36	1,00	1,75	1,12	90	1,00	7,69	5,11	12,80
"	August	35	47	59	35	80	1,60	1,10	80	1,00	7,06	5,04	12,10
"	September	36	44	59	31	75	1,40	1,00	75	1,00	6,60	4,90	11,50

3. As soon as the special pressure on our cash balances was removed, steps were taken to reduce the number of temporary Currency Chests, and as many as 124 were closed during the year. The Accountants General have revised their minima with reference to this change and to the remark contained in the last Report. With a very few exceptions I have accepted them in the above table. The balances for all India have been estimated by me on the principle explained in previous reports.

#### Cash Balances.

4. The following statement shows the distribution of the actual balances in thousands of rupees on the first day of each month during 1897-98, with the corresponding figures of the previous year :—

	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	September closing balances.
1897-98.													
Reserve Treasuries .	1,14,89	1,37,49	81,67	1,60,56	2,38,65	3,41,00	3,15,52	2,36,20	1,64,66	3,18,60	2,93,06	2,11,79	2,02,98
Presidency Banks .	1,19,44	1,37,45	1,65,72	1,72,28	1,44,53	1,57,64	1,49,85	1,68,75	1,55,37	1,59,47	1,49,44	1,98,82	1,74,07
District Treasuries .	5,27,67	5,32,99	5,60,25	6,64,26	9,11,46	9,16,21	11,32,89	9,67,46	9,60,62	10,40,77	10,55,32	10,26,43	10,22,67
TOTAL .	7,62,00	8,07,93	8,07,64	9,97,10	12,94,64	14,14,85	15,98,26	13,72,41	12,80,65	15,18,84	14,97,82	14,37,06	13,99,72
1896-97.													
Reserve Treasuries .	2,35,26	87,12	1,05,37	1,92,46	1,55,32	92,92	94,98	1,51,54	1,58,64	60,46	65,21	63,07	1,14,89
Presidency Banks .	1,58,74	1,65,26	1,09,18	1,75,30	1,55,80	1,65,13	1,68,03	1,65,54	1,66,26	1,50,31	1,34,62	1,66,05	1,19,44
District Treasuries .	8,62,95	7,27,29	5,30,83	5,94,31	8,83,84	9,28,48	11,24,38	9,24,24	8,55,14	9,07,70	7,25,47	6,21,31	5,27,67
TOTAL .	12,56,95	9,79,67	7,45,38	9,62,07	11,94,96	11,86,53	13,87,39	12,41,32	11,80,04	11,18,47	9,25,30	8,50,43	7,62,00

5. During the period referred to in the above table the balances passed through two crises, once in December 1896 and again in October 1897. The former was caused by famine and plague, as stated in the last Report, and the same causes, together with the war on the North-Western Frontier, produced the latter. Both occasions required the adoption of special measures for husbanding the resources and working the treasuries with extremely low balances. Help was obtained in December 1896 by the investment of 200 lakhs of the Currency Reserve (*vide* last Report), and in October 1897 by a remittance of 100 lakhs from the Secretary of State. The low state of the balances gave rise to frequent calls for assistance from treasuries at short notice, and to meet them numerous Currency chests were used. They numbered 144 on 1st December 1896 and 212 on 1st October 1897. The reason why more Currency chests were required on the latter date, although the balance was 17 lakhs higher, was that the special receipt referred to above was 100 lakhs less, and the net outgoings of the months were 71 lakhs more than in the previous year.



6. The relief afforded by the currency investment of December 1896 was only temporary. The effects of famine and plague grew more serious in the subsequent months, and it became necessary to reduce the capital expenditure on Railways in July 1897, and to ask the Secretary of State to suspend his drawings in September 1897. These measures, however, proved insufficient, and in October 1897, when the balance was 495 lakhs lower than in October 1896, they were supplemented by the remittance from the Secretary of State mentioned above. The balances, however, remained very low until December, when Revenue collections improved the position and Famine Relief works began to be closed. The Secretary of State was able to resume his drawings by the middle of this month, and the balances rose steadily till they reached about 16 crores in April, being 2 crores higher than the corresponding figure of the previous year. A considerable improvement in Railway Revenue and in some of the principal heads of Revenue immediately after April, and the termination of the Military operations on the North-Western Frontier soon after, enabled Government to effect a reduction in the intended amount of the new loan and maintain easy balances throughout the second half of the twelve months under report.

7. The details given in the statement contained in para. 4 show that the balances in the hands of the Presidency Banks were kept at a fairly high level during the year, the reduction in the balances being, as far as possible, effected at Government treasuries.

### Movement of Funds.

8. The following table shows the net result of Inter-Provincial transfers by "Foreign Remittances" and "Supply Bills" during the year, and compares the position of each province with the previous year, eliminating in the last column the changes in its balance :—

[In thousands of Rupees.]

	FOREIGN REMITTANCES.				FOREIGN SUPPLY BILLS.		Comparison with previous year. Net received more or net sent less +. Net received less or net sent more —.	VARIATION IN BALANCES.		Comparison with previous year excluding variation in balances. Net received more or net sent less +. Net received less or net sent more —.
	Funds supplied to other Provinces.	Funds received from other Provinces.	Net received + Net supplied—.	Previous year. Net received + Net supplied—.	1897-98.	1896-97.		1896-97.	1897-98.	
India General	8,71,93	16,74,03	+8,02,10	+5,94,28	—37,07	—27,22	+1,07,97	—51,09	+1,19,61	+27,27
Central Provinces	42,60	45,10	+2,50	+1,65,83	+3,32	—2,42	—1,57,59	—3,11	+51,01	—2,11,71
Burma	2,24,78	5,08	—2,19,70	—2,30,34	—15	—1,34	+11,83	—30,41	+72,93	—91,51
Assam	28,72	28,36	—36	—17,77	+7,39	—6,80	+31,60	—8,26	+12,61	+10,73
Bengal	9,92,53	1,02,05	—8,90,48	—9,57,62	+39,55	+46,42	+60,27	—1,08,60	+1,69,25	—2,17,58
N.-W. Provinces and Oudh.	2,16,31	1,52,29	—64,02	+4,15,03	+4,32	+11,56	—4,86,29	—5,91	+20,26	—5,12,46
Punjab	4,00	3,73,97	+3,69,97	+2,23,48	+73,32	+82,69	+1,37,12	—45,70	+71,86	+19,56
Madras	4,45,36	1,01,28	—3,44,08	—1,63,82	+13,05	+14,77	—1,81,98	—43,54	+15,05	—2,40,57
Bombay	2,19,01	5,63,08	+3,44,07	—29,07	—1,06,45	—1,16,02	+3,82,71	—1,98,33	+1,05,14	+79,24
TOTAL	30,45,24	30,45,24	...	...	—2,72	+1,64	—4,36	—4,94,95	+6,37,72	—11,37,03

9. The causes which led to the changes exhibited in the last column of the above table are explained in detail by the following statement :—

[In lakhs of Rupees.]

Receipts more or disbursements less + Receipts less or disbursements more -	India	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P.	Punjab.	Madras.	Bombay.	Total.
<b>Revenue—</b>										
Land . . . . .	...	+38	+23	+2	+16	+1,77	+39	+63	+28	+3,86
Opium (net) . . . . .	...	...	...	...	-63	...	...	...	...	-63
Salt . . . . .	+10	...	...	...	-4	...	...	+42	+8	+56
Provincial Rates . . . . .	+1	+4	+1	+1	+1	+20	+7	+7	+1	+43
Customs . . . . .	...	...	+33	...	+19	...	...	-7	+18	+63
Other Heads . . . . .	-4	-1	+5	+2	...	+22	+17	+8	-8	+41
<b>Expenditure—</b>										
Famine Relief (Civil and Public Works) . . . . .	+1	+1,17	+9	...	+1,10	+2,05	+18	+86	+91	+6,37
Other Civil Expenditure . . . . .	+17	+1	-3	+1	+32	+3	+7	-7	+5	+56
Council Bills . . . . .	+1,53	...	...	...	...	...	...	+4	-3,94	-2,37
India Bills remitted from England . . . . .	+17	...	...	...	...	...	...	...	+83	+1,00
New Loans . . . . .	-17	...	-20	...	...	...	...	-8	-99	-1,44
Loans discharged . . . . .	+52	...	...	...	...	...	...	...	...	+52
<i>Currency Investment (Act XXI of 1896)</i> . . . . .	-2,00	...	...	...	...	...	...	...	...	-2,00
<i>Remittance Transfer Receipts on account of the Indian Famine Charitable Relief Fund</i> . . . . .	-1,15	+31	+3	...	...	+47	+9	+12	+13	...
Loans and Advances . . . . .	...	+22	+2	...	+25	+46	+17	+25	+60	+1,97
<i>Special withdrawal during 1896-97 from the Post Office Savings Bank on account of the East Indian Railway Provident Fund</i> . . . . .	+55	...	...	...	...	...	...	...	...	+55
Other Post Office issues (net) . . . . .	-4	...	+5	+8	+10	-3	-16	+10	-10	...
Military Issues (net) . . . . .	+16	+9	+5	+1	+2	+13	-2,02	+7	...	-1,49
Public Works Ordinary (net, excluding Famine Relief Expenditure) . . . . .	-7	-8	+9	-7	-7	+1	+20	+23	+8	+32
Railways (net, including Guaranteed Railways) . . . . .	+25	...	+11	-3	+26	-32	+43	-16	+1,35	+1,89
Other Items . . . . .	-27	-1	+8	-16	+50	+13	+22	-8	-18	+23
	-27	+2,12	+91	-11	+2,17	+5,12	-19	+2,41	-79	+11,37

10. It appears from this statement that large improvements occurred in many provinces (especially North-Western Provinces, Central Provinces, Madras and Bengal), chiefly on account of a favourable agricultural season and the disappearance of famine. From these causes the revenue increased, expenditure on Famine Relief was discontinued, advances made in the previous year in connection with Famine were repaid, and the traffic on Railways revived. These improvements in the Punjab were, however, insufficient to raise the balances there higher than they had been in the previous year in consequence of war expenditure, and in Bombay in consequence of very large payments of Council Bills and the shortness of loan receipts there. The heads printed in italics in the above statement represent special transactions of 1896-97, which did not recur in 1897-98.

11. Details of Inter-Provincial Remittances shown in the table under para. 8 are given in the statement marked C annexed to this report. As compared with the corresponding statement of the last report, there was a decrease in the total amount of each kind of remittance, except transfers through Banks, the total of all kinds decreasing from 40 to 35 crores. This followed from easier balances which rendered fewer remittances necessary. The transfers through the Currency



Department, under which the heaviest transactions occur, show the most marked decrease, *viz.*, from 22 to 13 crores, their amount in the previous year having been abnormally high on account of their frequent occurrence. On the other hand, transfers through Banks, which are made for meeting the demands of trade, increased, the increase in the net amount remitted to Bombay alone having been 192 lakhs, the result of the brisk trade in wheat at Karachi and Bombay. The transfers between Bengal and India in the accounts of the Bank of Bengal are only technically remittances, and their amount was almost the same as in the previous year.

12. Of the differences between the amounts of Foreign Supply Bills of the two years given in the table under para. 8, the following only need be noticed. In Assam the receipts increased as the traders, especially in Sylhet, used this form of remittance more freely than before. As Bengal drew less on the Central Provinces, the net receipts of the former decreased and the net result of the latter was converted into a receipt on account of smaller payments of these bills. Larger amounts of bills were drawn upon Punjab in connection with the wheat trade, the payment of which reduced the net receipts of the province. The "Variation in balances" given in the same table shows that in both years the increase or decrease in the total balance was distributed among all provinces.

13. The following statement gives the usual particulars of the large Foreign Remittances, as well as the more important of the Local Remittances, including Supply Bills, local and foreign :—

[In lakhs of Rupees.]

NATURE OF OPERATIONS.	FORM OF REMITTANCE.					TOTAL.	REMARKS.
	Currency notes.	Specie.	Bills.	Bank and Telegraph Transfers.	Currency Transfers.		
Supplies drawn to Calcutta—							
From Provinces included in the Bengal Presidency . . . . .	1,12	1,56	1,75	2	4,01	8,46	
From Burma . . . . .	1	—	—	—	2,21	2,18	
Supplies from Calcutta to Provinces included in the Bengal Presidency . . . . .	46	17	71	37	1,80	3,51	
Supplies from Bombay to Calcutta . . . . .	—	—	62	34	1,00	1,66	
Supplies from Calcutta to Bombay . . . . .	—	—	3	3,43	30	3,76	
Supplies from Districts to Head-Quarters in the Bombay Presidency . . . . .	40	30	1,04	56	1,65	3,95	
Supplies from Head-Quarters to District Treasuries in the Bombay Presidency and to Central India and Berar . . . . .	74	50	35	—33	1,37	2,63	
Supplies from Districts to Head-Quarters in the Madras Presidency . . . . .	15	41	12	2,22	5,01	7,91	
Supplies from Head-Quarters to District Treasuries in the Madras Presidency . . . . .	11	35	4	2	1,62	2,14	
Supplies from Madras to Calcutta . . . . .	—7	9	19	—7	—50	—30	
Supplies from Madras to Bombay . . . . .	—	1	26	88	45	1,60	
Supplies to Madras from other places . . . . .	1	—	—	—2	—2,20	—2,21	
Supplies from Ajmere and Sambhar . . . . .	69	42	—	—	46	1,57	
Supplies from Bengal and N.-W. P. Treasuries to Opium Districts . . . . .	—	24	—	—	75	99	
Supplies to Punjab . . . . .	13	15	1,38	—1	3,43	5,08	
Supplies to Military Stations* . . . . .	11	3	—	—	34	48	* Quetta, Indore, Poona.
Currency Remittance of Specie—							
Bombay to Calcutta . . . . .	—	50	—	—	—	50	
„ „ Rangoon . . . . .	—	30	—	—	—	30	
„ „ Lahore . . . . .	—	65	—	—	—	65	
„ „ Allahabad . . . . .	—	10	—	—	—	10	
Cawnpur to Rawalpindi . . . . .	—	10	—	—	—	10	
Allahabad to Calcutta . . . . .	—	45	—	—	—	45	
Ajmere and Sambhar } to Bombay . . . . .	—	18	—	—	—	18	
Madras to Calcutta . . . . .	—	58	—	—	—	58	
„ „ Bombay . . . . .	—	10	—	—	—	10	
„ „ Lahore . . . . .	—	65	—	—	—	65	
„ „ Delhi . . . . .	—	5	—	—	—	5	
Lahore to Calcutta . . . . .	—	10	—	—	—	10	
Delhi to Bombay . . . . .	—	10	—	—	—	10	
Ajmere to Delhi . . . . .	—	18	—	—	—	18	
Calcutta to Rangoon . . . . .	—	30	—	—	—	30	
Karachi to Quetta . . . . .	—	13	—	—	—	13	
Raipur to Lahore and Amritsar . . . . .	—	10	—	—	—	10	
Madras to Cuttack . . . . .	—	5	—	—	—	5	

the demand on Bombay having fallen off by 6 lakhs. The transfers through the Bank of Bengal from the treasury and the currency chest at Nagpore amounted to a net deposit of 2 lakhs against a net drawal of 4 lakhs in the previous year.

18. In *Burma* 117 lakhs were supplied by District Treasuries to Rangoon against 52 in 1896-97 to meet the increased drawings of the Bank of Bengal during the rice season. The total amount of local Bills sold on the Bassein Currency Agency was 13 lakhs more than during last year, the increase in the demand being caused by a plentiful harvest of rice and better prices. On the other hand, Bills on Henzada Currency Agency fell off by about 2 lakhs, the funds there being insufficient. The Mandalay treasury continued to be the depôt for the supply of coin to the treasuries dependent on it, and was the only permanent Currency Agency in Upper Burma. The issue of local Supply Bills showed an increase of 4 lakhs, due to larger demands at Mandalay.

19. In *Assam* there was an increase of 10 lakhs in the issue, and a decrease of 4 in the payment, of Foreign Supply Bills compared with last year. The steady decrease since 1892-93 in the issue of Bills by Bengal continued, no increase in their demand having arisen after the special arrangements made last year for issuing them as freely as possible. No remittance of coin was required from Bengal against 6 lakhs in the previous year.

20. In *Bengal* the remittances to Calcutta from the District treasuries increased by 10 lakhs, owing chiefly to an increase in the issue of Supply Bills, as the District treasuries had larger balances. The remittances to the Opium-paying treasuries were 49 lakhs less on account of the closure of Famine Relief Works. The remittances made to the several centres of trade to facilitate the drawing of Supply Bills decreased by 26 lakhs, larger local surpluses being available for the purpose. There was also a decrease of about 9 lakhs in the issue of Foreign Supply Bills on treasuries in the Central Provinces, as compared with the transactions of last year. The small coin depôt at Jalpaiguri has been closed.

21. In the *North-Western Provinces and Oudh* with the disappearance of famine, the treasuries required smaller supplies of funds. There was a decrease of 2,38 lakhs in the total volume of local remittances, namely, 1,64 lakhs in whole rupees, 60 lakhs in Currency Notes, and 14 lakhs in small silver and copper. The demand for Supply Bills on local treasuries also decreased by 33 lakhs, which is attributable to the stagnation in trade caused by the outbreak of plague in other provinces.

22. In the *Punjab* there was a very brisk demand, presumably in connection with the heavy trade in wheat, for Supply Bills on Bombay and Karachi, and the largest sales took place at Delhi, Simla, Rawalpindi, Dehra Isinail Khan, Peshawar, Bannu and Kohat. The amount of local coin remittances decreased as larger supplies were obtained from the local currency chests.

23. In *Madras* the effects of famine being over, the net amount remitted by District treasuries to Madras was about 2 lakhs more than in the previous year. The issue of Supply Bills and wire transfers on District treasuries fell off by 2½ lakhs, owing to a decrease in the demand in connection with the working of Cotton Presses, although the restrictions necessitated by the financial pressure of last year were removed.

24. In *Bombay* the balance in the hands of the Presidency Bank was generally kept above 40 lakhs, although the balance of the Province was low during the early part of the year. The remittances from the Reserve Treasury



14. The general result of the principal operations connected with the three Presidency towns are summarized as follows. The amount withdrawn from the District Treasuries in each case is larger than in the previous year owing to their higher balances :—

*Supplies drawn to Calcutta.*

	1896-97.	1897-98.
From Bengal Presidency (net) . . . . .	—1,12	4,95
„ Burma . . . . .	2,29	2,18
„ Madras (net) . . . . .	27	—36
	<hr/>	<hr/>
	1,44	6,77
Less—Transfers to Bombay (net) . . . . .	26	1,80
	<hr/>	<hr/>
	1,18	4,97
	<hr/>	<hr/>

*Supplies drawn to Bombay.*

From Bombay District, etc. (net) . . . . .	—1,47	1,32
„ Calcutta (net) . . . . .	26	1,80
„ Madras . . . . .	79	1,60
	<hr/>	<hr/>
	—42	4,72
	<hr/>	<hr/>

*Supplies drawn to Madras.*

From Madras Districts (net) . . . . .	3,88	5,77
„ Other places . . . . .	4	—2,21
	<hr/>	<hr/>
	3,92	3,56
Less—Transfers to Calcutta . . . . .	27	—36
„ to Bombay . . . . .	79	1,60
	<hr/>	<hr/>
	2,86	2,32
	<hr/>	<hr/>

15. The following points in the Resource operations of the year under report may be specially noticed.

16. In *India* the treasuries no longer accumulate coins of local currency. Bhopali Rupees do not circulate now in Central India, having been called in by the Bhopal State as noted in the last Report, and Halli Rupees have been considerably superseded by Government currency at Hyderabad since 1897, the few transactions in Halli coin that now remain resulting in a net outgoing from the treasury and necessitating at times a purchase in the local market. Sambhar, although a surplus treasury throughout the year in every year, required help once during the year under report to meet a sudden demand of the Postal Department in connection with heavy Money Orders remitted by merchants returning in large numbers from Calcutta in consequence of a panic about plague. The Nepal treasury was able, for the first time since 1887-88, when orders were issued for the purpose, to meet all its requirements by the sale of Supply Bills which had not previously been in favour with the public.

17. In the *Central Provinces* 9 lakhs of Foreign Supply Bills were drawn during the year on Calcutta and Bombay against 14 lakhs in the previous year,

to the District treasuries were about 73 lakhs less, while those in the opposite direction were somewhat more than in the previous year, because the latter was a year of famine. The heavy drawings of the Postal Department, however, continued in some Districts. The Bank of Bombay took over 55 lakhs for the use of its up-country branches. Karachi issued bills for 22 lakhs on Sukkur during May to July to strengthen its currency balance.

### Small Silver and Copper Coin.

25. Statement D annexed to this report shews the absorption of these coins in the different Provinces during the year under review and in the three preceding years. Its most prominent feature is that coins other than half pice and pie pieces were returned from circulation into the Government treasuries. This unusual fact was the result of the extraordinarily large issues of the previous year which had overstocked local markets. The copper coins returned were so numerous that in many treasuries it was difficult to find sufficient accommodation for their storage. This quick return of the surplus stock in the districts lately affected with famine is a satisfactory feature, as otherwise the coins might have circulated at a discount to the injury of the people. The special features of the several Provinces are noted below.

26. In *India* the net issues to the public from the Reserve Treasury at Calcutta decreased by over 5 lakhs, owing partly to large receipts of coins returned from circulation, and partly to smaller demands of the trade which was not very brisk during the last six months. In the *Central Provinces* the treasuries were generally overstocked, and consequently required fewer remittances than in the previous year. Out of the surplus copper at Nagpur a portion was found uncurrent, and this has since been ordered to the Bombay Mint for use in dollar coinage. In *Burma* the absorption increased in the Lower Provinces due to a bumper rice crop, but it was more than counterbalanced by the decrease in the Upper Provinces due to large remittances in the previous year to famine-stricken districts. In *Assam* the demand for small coin exists chiefly in connection with the payment of wages in Tea Estates, the Assam-Bengal Railway, and the Military and Public Works Departments. In *Bengal* the absorption of small coin occurs in normal years in connection with tea, jute and silk trades, and the decrease from the last year is attributed to the large issues of that year on account of Famine Relief Works. In the *North-Western Provinces*, with the return of a good season after the famine of last year, the consumption of  $\frac{1}{2}$  Rs. and  $\frac{1}{4}$  Rs. increased, while there was a falling off in  $\frac{1}{8}$  Rs. as they were issued in exceptionally large quantities in connection with Famine Relief Works. The return of single pice from circulation after the closing of Relief Works counteracted the effects of the great demand for them during the marriage season in April and May. In the *Punjab* the increase in the absorption of single pice was chiefly due to the concentration of troops on the Frontier, to larger demands of the Public Works Department, and to a large number of Hindu marriages. In *Madras* the heavy return of coins from circulation was a reaction from the excessive absorption for famine expenditure during the previous year. In *Bombay* the same cause accounts for the decrease in circulation.



A

Statement showing the estimated minimum Cash Balances in the District Treasuries of each Province (excluding Head Offices of Presidency Bank and Reserve Treasuries) at the beginning of each month of the years 1890-91 to 1898-99.

[In thousands of Rupees.]

Year.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.
India												
1890-91	59.00	50.00	48.00	45.00	50.00	45.00	50.00	44.00	45.00	50.00	55.00	50.00
1891-92	40.00	36.00	38.00	41.00	40.00	53.00	40.00	34.00	33.00	37.00	30.00	38.00
1892-93	46.00	42.00	42.00	40.00	35.00	45.00	47.00	35.00	33.00	36.00	30.00	33.00
1893-94	55.00	30.00	26.00	26.00	30.00	35.00	37.00	35.00	29.00	23.00	23.00	30.00
1894-95	32.00	25.00	27.00	27.00	26.00	35.00	31.00	30.00	29.00	26.00	29.00	28.00
1895-96	32.00	28.00	29.00	28.00	28.00	30.00	32.00	30.00	31.00	30.00	30.00	28.00
1896-97	32.00	25.00	28.00	28.00	30.00	31.00	33.00	30.00	32.00	30.00	26.00	26.00
1897-98	32.00	32.00	32.00	32.00	32.00	35.00	35.00	32.00	32.00	30.00	30.00	30.00
1898-99	34.00	24.00	23.00	26.00	31.00	43.00	43.00	30.00	43.00	45.00	35.00	36.00
Central Provinces												
1890-91	40.00	44.00	40.00	34.00	42.00	50.00	51.00	45.00	55.00	66.00	57.00	51.00
1891-92	46.00	44.00	40.00	35.00	42.00	48.00	40.00	43.00	53.00	64.00	50.00	48.00
1892-93	44.00	42.00	40.00	37.00	45.00	50.00	48.00	41.00	51.00	59.00	46.00	46.00
1893-94	34.00	39.00	40.00	53.00	43.00	49.00	47.00	44.00	50.00	50.00	40.00	45.00
1894-95	43.00	41.00	40.00	40.00	45.00	49.00	48.00	45.00	50.00	50.00	47.00	45.00
1895-96	43.00	39.00	40.00	38.00	43.00	46.00	48.00	40.00	47.00	50.00	47.00	44.00
1896-97	42.00	41.00	40.00	39.00	45.00	47.00	48.00	40.00	48.00	49.00	48.00	43.00
1897-98	41.00	41.00	35.00	35.00	45.00	46.00	48.00	44.00	49.00	50.00	47.00	44.00
1898-99	41.00	40.00	35.00	35.00	40.00	48.00	48.00	46.00	48.00	50.00	47.00	44.00
Burma												
1890-91	72.00	57.00	44.00	45.00	42.00	70.00	130.00	83.00	72.00	63.00	60.00	66.00
1891-92	51.00	55.00	40.00	43.00	47.00	82.00	118.00	61.00	51.00	50.00	48.00	65.00
1892-93	73.00	58.00	40.00	41.00	46.00	84.00	101.00	74.00	64.00	55.00	54.00	65.00
1893-94	70.00	55.00	40.00	42.00	43.00	82.00	90.00	70.00	61.00	57.00	54.00	64.00
1894-95	80.00	59.00	40.00	41.00	44.00	72.00	94.00	50.00	53.00	54.00	53.00	62.00
1895-96	84.00	60.00	40.00	41.00	43.00	77.00	93.00	72.00	57.00	50.00	57.00	63.00
1896-97	80.00	61.00	40.00	41.00	43.00	76.00	94.00	71.00	59.00	60.00	50.00	62.00
1897-98	48.00	44.00	40.00	45.00	50.00	76.00	85.00	72.00	60.00	61.00	56.00	55.00
1898-99	48.00	44.00	40.00	46.00	58.00	74.00	87.00	71.00	63.00	61.00	59.00	59.00
Assam												
1890-91	22.00	18.00	15.00	22.00	21.00	26.00	27.00	33.00	29.00	25.00	26.00	22.00
1891-92	22.00	20.00	16.00	17.00	21.00	31.00	41.00	37.00	33.00	30.00	28.00	25.00
1892-93	25.00	21.00	17.00	18.00	30.00	31.00	40.00	37.00	33.00	31.00	27.00	28.00
1893-94	26.00	23.00	20.00	23.00	37.00	35.00	41.00	43.00	39.00	36.00	32.00	29.00
1894-95	26.00	25.00	20.00	26.00	41.00	39.00	46.00	45.00	41.00	38.00	34.00	31.00
1895-96	27.00	26.00	20.00	27.00	42.00	45.00	46.00	45.00	41.00	38.00	34.00	32.00
1896-97	29.00	28.00	20.00	26.00	41.00	45.00	46.00	43.00	43.00	39.00	36.00	33.00
1897-98	28.00	24.00	20.00	25.00	41.00	43.00	41.00	40.00	35.00	35.00	34.00	30.00
1898-99	29.00	25.00	20.00	26.00	46.00	44.00	43.00	40.00	30.00	36.00	35.00	31.00
Bengal												
1890-91	95.00	95.00	90.00	90.00	105.00	105.00	175.00	95.00	100.00	105.00	110.00	95.00
1891-92	95.00	90.00	90.00	90.00	105.00	105.00	170.00	95.00	100.00	95.00	110.00	95.00
1892-93	90.00	90.00	90.00	90.00	90.00	105.00	170.00	100.00	90.00	95.00	110.00	95.00
1893-94	90.00	90.00	90.00	90.00	90.00	105.00	170.00	100.00	90.00	95.00	110.00	95.00
1894-95	90.00	90.00	90.00	90.00	90.00	105.00	170.00	100.00	90.00	95.00	110.00	95.00
1895-96	90.00	90.00	90.00	90.00	90.00	105.00	170.00	100.00	90.00	95.00	110.00	95.00
1896-97	90.00	90.00	90.00	90.00	90.00	105.00	170.00	100.00	90.00	95.00	110.00	95.00
1897-98	90.00	90.00	90.00	90.00	90.00	105.00	170.00	100.00	90.00	95.00	110.00	95.00
1898-99	90.00	90.00	90.00	90.00	90.00	105.00	170.00	100.00	90.00	95.00	110.00	95.00

Statement showing the estimated minimum Cash Balances in the District Treasuries of each Province (excluding Head Offices of Presidency Banks and Reserve Treasuries) at the beginning of each month of the years 1890-91 to 1898-99—continued.

[In thousands of Rupees.]

	Year.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.
North-Western Provinces and Oudh.	1890-91	R 1,32.00	R 1,00.00	R 1,06.00	R 1,36.00	R 1,71.00	R 1,56.00	R 1,54.00	R 1,36.00	R 1,81.00	R 2,10.00	R 2,24.00	R 1,77.00
	1891-92	1,35.00	1,00.00	1,06.00	1,31.00	1,69.00	1,66.00	1,61.00	1,46.00	1,91.00	2,28.00	2,31.00	1,77.00
	1892-93	1,34.00	1,00.00	1,06.00	1,34.00	1,66.00	1,67.00	1,63.00	1,44.00	1,89.00	2,26.00	2,31.00	1,86.00
	1893-94	1,31.00	1,00.00	1,06.00	1,34.00	1,66.00	1,61.00	1,63.00	1,43.00	1,94.00	2,18.00	2,12.00	1,69.00
	1894-95	1,34.00	1,00.00	1,06.00	1,34.00	1,66.00	1,61.00	1,63.00	1,43.00	1,91.00	2,18.00	2,12.00	1,69.00
	1895-96	1,36.00	1,00.00	1,06.00	1,34.00	1,66.00	1,61.00	1,63.00	1,43.00	1,91.00	2,20.00	2,15.00	1,72.00
	1896-97	1,36.00	1,00.00	1,06.00	1,34.00	1,66.00	1,61.00	1,63.00	1,43.00	1,91.00	2,21.00	2,16.00	1,74.00
	1897-98	1,36.00	1,00.00	1,06.00	1,34.00	1,66.00	1,61.00	1,63.00	1,43.00	1,91.00	2,21.00	2,16.00	1,74.00
	1898-99	1,36.00	1,00.00	1,06.00	1,36.00	1,45.00	1,63.00	1,63.00	1,43.00	1,70.00	1,75.00	1,60.00	1,40.00
Punjab.	1890-91	94.00	83.00	75.00	84.00	1,02.00	96.00	99.00	1,01.00	94.00	1,12.00	1,26.00	1,21.00
	1891-92	91.00	83.00	75.00	84.00	1,02.00	96.00	99.00	1,01.00	94.00	1,12.00	1,26.00	1,21.00
	1892-93	94.00	83.00	75.00	84.00	1,02.00	96.00	99.00	1,01.00	94.00	1,12.00	1,26.00	1,21.00
	1893-94	94.00	85.00	85.00	83.00	1,02.00	96.00	99.00	1,01.00	94.00	1,12.00	1,26.00	1,21.00
	1894-95	94.00	85.00	85.00	83.00	1,02.00	96.00	99.00	1,01.00	94.00	1,12.00	1,26.00	1,21.00
	1895-96	94.00	85.00	85.00	83.00	1,02.00	96.00	99.00	1,01.00	94.00	1,12.00	1,26.00	1,21.00
	1896-97	94.00	91.00	91.00	91.00	1,02.00	96.00	99.00	1,01.00	94.00	1,12.00	1,26.00	1,21.00
	1897-98	94.00	88.00	70.00	75.00	1,02.00	96.00	95.00	90.00	85.00	1,12.00	1,26.00	1,20.00
	1898-99	94.00	85.00	75.00	80.00	1,02.00	96.00	95.00	90.00	85.00	1,12.00	1,10.00	1,00.00
Madras.	1890-91	73.00	69.00	75.00	90.00	1,20.00	1,10.00	1,10.00	1,15.00	92.00	90.00	80.00	75.00
	1891-92	80.00	75.00	75.00	95.00	1,20.00	1,20.00	1,20.00	1,20.00	1,00.00	95.00	95.00	80.00
	1892-93	85.00	85.00	80.00	95.00	1,25.00	1,30.00	1,20.00	1,20.00	1,00.00	1,00.00	95.00	90.00
	1893-94	90.00	85.00	80.00	90.00	1,40.00	1,40.00	1,20.00	1,20.00	1,00.00	1,00.00	90.00	85.00
	1894-95	80.00	85.00	75.00	85.00	1,50.00	1,50.00	1,20.00	1,20.00	1,00.00	1,00.00	80.00	80.00
	1895-96	80.00	85.00	75.00	85.00	1,50.00	1,50.00	1,25.00	1,25.00	1,05.00	1,00.00	80.00	80.00
	1896-97	70.00	90.00	75.00	80.00	1,30.00	1,70.00	1,20.00	1,20.00	1,05.00	90.00	80.00	80.00
	1897-98	70.00	90.00	65.00	85.00	1,20.00	1,15.00	1,25.00	1,13.00	92.00	85.00	80.00	75.00
	1898-99	70.00	70.00	60.00	75.00	1,20.00	1,15.00	1,25.00	1,15.00	95.00	90.00	80.00	75.00
Bombay.	1890-91	80.00	85.00	80.00	85.00	90.00	1,10.00	85.00	95.00	85.00	1,00.00	85.00	80.00
	1891-92	80.00	85.00	80.00	85.00	90.00	1,10.00	85.00	95.00	85.00	1,00.00	85.00	80.00
	1892-93	80.00	85.00	80.00	85.00	90.00	1,10.00	85.00	95.00	85.00	1,00.00	85.00	80.00
	1893-94	80.00	85.00	80.00	85.00	90.00	1,10.00	85.00	95.00	85.00	1,00.00	85.00	80.00
	1894-95	80.00	85.00	80.00	85.00	90.00	1,10.00	85.00	95.00	85.00	1,00.00	85.00	80.00
	1895-96	1,00.00	1,00.00	90.00	90.00	90.00	1,10.00	95.00	95.00	85.00	1,00.00	1,00.00	1,00.00
	1896-97	1,00.00	1,00.00	90.00	90.00	90.00	1,10.00	95.00	95.00	85.00	1,00.00	1,00.00	1,00.00
	1897-98	1,00.00	1,00.00	85.00	85.00	90.00	1,10.00	95.00	95.00	85.00	1,00.00	1,00.00	1,00.00
	1898-99	1,00.00	1,00.00	85.00	90.00	90.00	1,10.00	95.00	95.00	90.00	1,00.00	1,00.00	1,00.00
Total.	1890-91	6,69.00	6,01.00	5,74.00	6,20.00	7,43.00	7,68.00	8,81.00	7,47.00	7,53.00	8,30.00	8,23.00	7,37.00
	1891-92	6,77.00	5,88.00	5,60.00	6,21.00	7,50.00	8,10.00	8,85.00	7,16.00	7,47.00	8,11.00	8,09.00	7,30.00
	1892-93	6,71.00	6,01.00	5,70.00	6,24.00	7,41.00	8,18.00	8,73.00	7,39.00	7,47.00	8,14.00	8,13.00	7,38.00
	1893-94	6,68.00	5,92.00	5,67.00	6,10.00	7,40.00	8,13.00	8,66.00	7,57.00	7,42.00	8,00.00	7,83.00	7,18.00
	1894-95	6,90.00	5,95.00	5,73.00	6,11.00	7,54.00	8,12.00	8,66.00	7,57.00	7,42.00	8,04.00	7,86.00	7,02.00
	1895-96	6,86.00	6,13.00	5,85.00	6,13.00	7,54.00	8,26.00	8,66.00	7,87.00	7,41.00	8,04.00	7,89.00	7,25.00
	1896-97	6,73.00	6,26.00	5,90.00	6,19.00	7,57.00	8,38.00	8,66.00	7,81.00	7,47.00	8,01.00	7,90.00	7,24.00
	1897-98	6,19.00	5,73.00	5,28.00	5,87.00	7,09.00	7,61.00	8,77.00	7,59.00	6,98.00	7,48.00	7,97.00	6,49.00
	1898-99	6,22.00	5,63.00	5,19.00	5,83.00	7,16.00	7,93.00	8,88.00	7,60.00	7,19.00	7,69.00	7,60.00	6,60.00



**B**

*Statement showing the minimum Cash Balances in the Head Offices of Presidency Banks and the Reserve Treasuries at the beginning of each month of the years 1890-91 to 1898-99.*

[In thousands of Rupees]

Year.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.
India	1890-91 . . . . . 1,16.00 1891-92 . . . . . 1,81.00 1892-93 . . . . . 2,70.00 1893-94 . . . . . 2,43.00 1894-95 . . . . . 1,60.00 1895-96 . . . . . 2,37.00 1896-97 . . . . . 2,84.00 1897-98 . . . . . 1,20.00 1898-99 . . . . . 3,53.00	1890-91 . . . . . 1,11.00 1891-92 . . . . . 1,27.00 1892-93 . . . . . 2,12.00 1893-94 . . . . . 2,43.00 1894-95 . . . . . 1,60.00 1895-96 . . . . . 2,37.00 1896-97 . . . . . 2,84.00 1897-98 . . . . . 1,20.00 1898-99 . . . . . 2,23.00	1890-91 . . . . . 1,14.00 1891-92 . . . . . 1,20.00 1892-93 . . . . . 1,03.00 1893-94 . . . . . 1,08.00 1894-95 . . . . . 87.00 1895-96 . . . . . 1,25.00 1896-97 . . . . . 1,20.00 1897-98 . . . . . 1,50.00 1898-99 . . . . . 1,71.00	1890-91 . . . . . 1,11.00 1891-92 . . . . . 1,49.00 1892-93 . . . . . 1,21.00 1893-94 . . . . . 1,35.00 1894-95 . . . . . 1,24.00 1895-96 . . . . . 1,22.00 1896-97 . . . . . 1,56.00 1897-98 . . . . . 2,28.00 1898-99 . . . . . 1,12.00	1890-91 . . . . . 1,61.00 1891-92 . . . . . 2,44.00 1892-93 . . . . . 2,00.00 1893-94 . . . . . 1,49.00 1894-95 . . . . . 1,26.00 1895-96 . . . . . 1,86.00 1896-97 . . . . . 1,70.00 1897-98 . . . . . 2,16.00 1898-99 . . . . . 1,84.00	1890-91 . . . . . 2,09.00 1891-92 . . . . . 2,24.00 1892-93 . . . . . 1,77.00 1893-94 . . . . . 87.00 1894-95 . . . . . 1,08.00 1895-96 . . . . . 1,64.00 1896-97 . . . . . 1,40.00 1897-98 . . . . . 2,20.00 1898-99 . . . . . 1,39.00	1890-91 . . . . . 2,01.00 1891-92 . . . . . 2,75.00 1892-93 . . . . . 2,77.00 1893-94 . . . . . 74.00 1894-95 . . . . . 44.00 1895-96 . . . . . 2,54.00 1896-97 . . . . . 1,50.00 1897-98 . . . . . 2,40.00 1898-99 . . . . . 2,75.00	1890-91 . . . . . 2,03.00 1891-92 . . . . . 2,84.00 1892-93 . . . . . 3,03.00 1893-94 . . . . . 68.00 1894-95 . . . . . 1,00.00 1895-96 . . . . . 2,23.00 1896-97 . . . . . 2,00.00 1897-98 . . . . . 2,45.00 1898-99 . . . . . 2,59.00	1890-91 . . . . . 2,23.00 1891-92 . . . . . 3,03.00 1892-93 . . . . . 2,70.00 1893-94 . . . . . 1,21.00 1894-95 . . . . . 1,12.00 1895-96 . . . . . 2,19.00 1896-97 . . . . . 2,10.00 1897-98 . . . . . 2,06.00 1898-99 . . . . . 2,20.00	1890-91 . . . . . 2,36.00 1891-92 . . . . . 3,19.00 1892-93 . . . . . 2,05.00 1893-94 . . . . . 2,11.00 1894-95 . . . . . 1,53.00 1895-96 . . . . . 2,46.00 1896-97 . . . . . 2,10.00 1897-98 . . . . . 2,56.00 1898-99 . . . . . 2,40.00	1890-91 . . . . . 2,35.00 1891-92 . . . . . 2,81.00 1892-93 . . . . . 3,27.00 1893-94 . . . . . 1,12.00 1894-95 . . . . . 1,09.00 1895-96 . . . . . 2,81.00 1896-97 . . . . . 1,93.00 1897-98 . . . . . 2,45.00 1898-99 . . . . . 2,62.00	1890-91 . . . . . 2,81.00 1891-92 . . . . . 2,10.00 1892-93 . . . . . 2,82.00 1893-94 . . . . . 1,07.00 1894-95 . . . . . 1,05.00 1895-96 . . . . . 3,20.00 1896-97 . . . . . 2,01.00 1897-98 . . . . . 2,61.00 1898-99 . . . . . 2,40.00
Bengal	1890-91 . . . . . 10.00 1891-92 . . . . . 10.00 1892-93 . . . . . 10.00 1893-94 . . . . . 10.00 1894-95 . . . . . 10.00 1895-96 . . . . . 10.00 1896-97 . . . . . 10.00 1897-98 . . . . . 10.00 1898-99 . . . . . 10.00	1890-91 . . . . . 10.00 1891-92 . . . . . 10.00 1892-93 . . . . . 10.00 1893-94 . . . . . 10.00 1894-95 . . . . . 10.00 1895-96 . . . . . 10.00 1896-97 . . . . . 10.00 1897-98 . . . . . 10.00 1898-99 . . . . . 10.00	1890-91 . . . . . 10.00 1891-92 . . . . . 10.00 1892-93 . . . . . 10.00 1893-94 . . . . . 10.00 1894-95 . . . . . 10.00 1895-96 . . . . . 10.00 1896-97 . . . . . 10.00 1897-98 . . . . . 10.00 1898-99 . . . . . 10.00	1890-91 . . . . . 10.00 1891-92 . . . . . 10.00 1892-93 . . . . . 10.00 1893-94 . . . . . 10.00 1894-95 . . . . . 10.00 1895-96 . . . . . 10.00 1896-97 . . . . . 10.00 1897-98 . . . . . 10.00 1898-99 . . . . . 10.00	1890-91 . . . . . 10.00 1891-92 . . . . . 10.00 1892-93 . . . . . 10.00 1893-94 . . . . . 10.00 1894-95 . . . . . 10.00 1895-96 . . . . . 10.00 1896-97 . . . . . 10.00 1897-98 . . . . . 10.00 1898-99 . . . . . 10.00	1890-91 . . . . . 10.00 1891-92 . . . . . 10.00 1892-93 . . . . . 10.00 1893-94 . . . . . 10.00 1894-95 . . . . . 10.00 1895-96 . . . . . 10.00 1896-97 . . . . . 10.00 1897-98 . . . . . 10.00 1898-99 . . . . . 10.00	1890-91 . . . . . 10.00 1891-92 . . . . . 10.00 1892-93 . . . . . 10.00 1893-94 . . . . . 10.00 1894-95 . . . . . 10.00 1895-96 . . . . . 10.00 1896-97 . . . . . 10.00 1897-98 . . . . . 10.00 1898-99 . . . . . 10.00	1890-91 . . . . . 10.00 1891-92 . . . . . 10.00 1892-93 . . . . . 10.00 1893-94 . . . . . 10.00 1894-95 . . . . . 10.00 1895-96 . . . . . 10.00 1896-97 . . . . . 10.00 1897-98 . . . . . 10.00 1898-99 . . . . . 10.00	1890-91 . . . . . 10.00 1891-92 . . . . . 10.00 1892-93 . . . . . 10.00 1893-94 . . . . . 10.00 1894-95 . . . . . 10.00 1895-96 . . . . . 10.00 1896-97 . . . . . 10.00 1897-98 . . . . . 10.00 1898-99 . . . . . 10.00	1890-91 . . . . . 10.00 1891-92 . . . . . 10.00 1892-93 . . . . . 10.00 1893-94 . . . . . 10.00 1894-95 . . . . . 10.00 1895-96 . . . . . 10.00 1896-97 . . . . . 10.00 1897-98 . . . . . 10.00 1898-99 . . . . . 10.00	1890-91 . . . . . 10.00 1891-92 . . . . . 10.00 1892-93 . . . . . 10.00 1893-94 . . . . . 10.00 1894-95 . . . . . 10.00 1895-96 . . . . . 10.00 1896-97 . . . . . 10.00 1897-98 . . . . . 10.00 1898-99 . . . . . 10.00	1890-91 . . . . . 10.00 1891-92 . . . . . 10.00 1892-93 . . . . . 10.00 1893-94 . . . . . 10.00 1894-95 . . . . . 10.00 1895-96 . . . . . 10.00 1896-97 . . . . . 10.00 1897-98 . . . . . 10.00 1898-99 . . . . . 10.00
Madras	1890-91 . . . . . 32.00 1891-92 . . . . . 32.00 1892-93 . . . . . 32.00 1893-94 . . . . . 30.00 1894-95 . . . . . 30.00 1895-96 . . . . . 30.00 1896-97 . . . . . 30.00 1897-98 . . . . . 30.00 1898-99 . . . . . 30.00	1890-91 . . . . . 31.00 1891-92 . . . . . 30.00 1892-93 . . . . . 32.00 1893-94 . . . . . 30.00 1894-95 . . . . . 30.00 1895-96 . . . . . 30.00 1896-97 . . . . . 30.00 1897-98 . . . . . 30.00 1898-99 . . . . . 30.00	1890-91 . . . . . 25.00 1891-92 . . . . . 30.00 1892-93 . . . . . 30.00 1893-94 . . . . . 30.00 1894-95 . . . . . 35.00 1895-96 . . . . . 40.00 1896-97 . . . . . 40.00 1897-98 . . . . . 40.00 1898-99 . . . . . 40.00	1890-91 . . . . . 40.00 1891-92 . . . . . 40.00 1892-93 . . . . . 45.00 1893-94 . . . . . 45.00 1894-95 . . . . . 45.00 1895-96 . . . . . 45.00 1896-97 . . . . . 45.00 1897-98 . . . . . 55.00 1898-99 . . . . . 45.00	1890-91 . . . . . 80.00 1891-92 . . . . . 80.00 1892-93 . . . . . 70.00 1893-94 . . . . . 60.00 1894-95 . . . . . 60.00 1895-96 . . . . . 70.00 1896-97 . . . . . 60.00 1897-98 . . . . . 55.00 1898-99 . . . . . 50.00	1890-91 . . . . . 85.00 1891-92 . . . . . 85.00 1892-93 . . . . . 78.00 1893-94 . . . . . 70.00 1894-95 . . . . . 80.00 1895-96 . . . . . 70.00 1896-97 . . . . . 80.00 1897-98 . . . . . 60.00 1898-99 . . . . . 55.00	1890-91 . . . . . 1,05.00 1891-92 . . . . . 1,00.00 1892-93 . . . . . 90.00 1893-94 . . . . . 80.00 1894-95 . . . . . 1,00.00 1895-96 . . . . . 80.00 1896-97 . . . . . 80.00 1897-98 . . . . . 60.00 1898-99 . . . . . 55.00	1890-91 . . . . . 60.00 1891-92 . . . . . 60.00 1892-93 . . . . . 60.00 1893-94 . . . . . 60.00 1894-95 . . . . . 80.00 1895-96 . . . . . 60.00 1896-97 . . . . . 90.00 1897-98 . . . . . 65.00 1898-99 . . . . . 65.00	1890-91 . . . . . 30.00 1891-92 . . . . . 40.00 1892-93 . . . . . 40.00 1893-94 . . . . . 50.00 1894-95 . . . . . 40.00 1895-96 . . . . . 60.00 1896-97 . . . . . 70.00 1897-98 . . . . . 65.00 1898-99 . . . . . 65.00	1890-91 . . . . . 45.00 1891-92 . . . . . 40.00 1892-93 . . . . . 40.00 1893-94 . . . . . 40.00 1894-95 . . . . . 40.00 1895-96 . . . . . 60.00 1896-97 . . . . . 60.00 1897-98 . . . . . 70.00 1898-99 . . . . . 60.00	1890-91 . . . . . 50.00 1891-92 . . . . . 55.00 1892-93 . . . . . 55.00 1893-94 . . . . . 40.00 1894-95 . . . . . 40.00 1895-96 . . . . . 60.00 1896-97 . . . . . 60.00 1897-98 . . . . . 60.00 1898-99 . . . . . 60.00	1890-91 . . . . . 45.00 1891-92 . . . . . 40.00 1892-93 . . . . . 35.00 1893-94 . . . . . 40.00 1894-95 . . . . . 40.00 1895-96 . . . . . 50.00 1896-97 . . . . . 50.00 1897-98 . . . . . 50.00 1898-99 . . . . . 40.00
Bombay	1890-91 . . . . . 1,50.00 1891-92 . . . . . 1,50.00 1892-93 . . . . . 1,27.00 1893-94 . . . . . 1,30.00 1894-95 . . . . . 1,40.00 1895-96 . . . . . 1,40.00 1896-97 . . . . . 1,40.00 1897-98 . . . . . 81.00 1898-99 . . . . . 1,05.00	1890-91 . . . . . 95.00 1891-92 . . . . . 95.00 1892-93 . . . . . 95.00 1893-94 . . . . . 95.00 1894-95 . . . . . 1,00.00 1895-96 . . . . . 1,00.00 1896-97 . . . . . 1,00.00 1897-98 . . . . . 97.00 1898-99 . . . . . 84.00	1890-91 . . . . . 77.00 1891-92 . . . . . 85.00 1892-93 . . . . . 85.00 1893-94 . . . . . 85.00 1894-95 . . . . . 90.00 1895-96 . . . . . 90.00 1896-97 . . . . . 90.00 1897-98 . . . . . 92.00 1898-99 . . . . . 1,22.00	1890-91 . . . . . 85.00 1891-92 . . . . . 1,00.00 1892-93 . . . . . 1,00.00 1893-94 . . . . . 1,00.00 1894-95 . . . . . 1,00.00 1895-96 . . . . . 1,00.00 1896-97 . . . . . 1,00.00 1897-98 . . . . . 1,70.00 1898-99 . . . . . 1,00.00	1890-91 . . . . . 1,65.00 1891-92 . . . . . 1,80.00 1892-93 . . . . . 1,50.00 1893-94 . . . . . 1,70.00 1894-95 . . . . . 1,70.00 1895-96 . . . . . 1,70.00 1896-97 . . . . . 1,03.00 1897-98 . . . . . 1,60.00 1898-99 . . . . . 1,60.00	1890-91 . . . . . 1,34.00 1891-92 . . . . . 1,70.00 1892-93 . . . . . 1,60.00 1893-94 . . . . . 1,60.00 1894-95 . . . . . 1,60.00 1895-96 . . . . . 1,60.00 1896-97 . . . . . 1,02.00 1897-98 . . . . . 1,83.00 1898-99 . . . . . 1,52.00	1890-91 . . . . . 1,40.00 1891-92 . . . . . 2,20.00 1892-93 . . . . . 1,90.00 1893-94 . . . . . 2,10.00 1894-95 . . . . . 2,10.00 1895-96 . . . . . 2,10.00 1896-97 . . . . . 1,17.00 1897-98 . . . . . 1,83.00 1898-99 . . . . . 1,71.00	1890-91 . . . . . 2,20.00 1891-92 . . . . . 2,15.00 1892-93 . . . . . 2,15.00 1893-94 . . . . . 2,15.00 1894-95 . . . . . 2,00.00 1895-96 . . . . . 2,00.00 1896-97 . . . . . 1,19.00 1897-98 . . . . . 1,91.00 1898-99 . . . . . 1,76.00	1890-91 . . . . . 1,45.00 1891-92 . . . . . 2,50.00 1892-93 . . . . . 2,35.00 1893-94 . . . . . 2,35.00 1894-95 . . . . . 2,35.00 1895-96 . . . . . 2,00.00 1896-97 . . . . . 1,43.00 1897-98 . . . . . 1,97.00 1898-99 . . . . . 1,86.00	1890-91 . . . . . 1,60.00 1891-92 . . . . . 2,50.00 1892-93 . . . . . 2,20.00 1893-94 . . . . . 2,20.00 1894-95 . . . . . 2,20.00 1895-96 . . . . . 2,20.00 1896-97 . . . . . 1,39.00 1897-98 . . . . . 2,00.00 1898-99 . . . . . 1,91.00	1890-91 . . . . . 1,61.00 1891-92 . . . . . 2,30.00 1892-93 . . . . . 2,15.00 1893-94 . . . . . 2,15.00 1894-95 . . . . . 2,00.00 1895-96 . . . . . 2,00.00 1896-97 . . . . . 1,60.00 1897-98 . . . . . 1,88.00 1898-99 . . . . . 1,72.00	1890-91 . . . . . 1,50.00 1891-92 . . . . . 1,00.00 1892-93 . . . . . 1,85.00 1893-94 . . . . . 1,95.00 1894-95 . . . . . 1,95.00 1895-96 . . . . . 1,95.00 1896-97 . . . . . 1,85.00 1897-98 . . . . . 2,10.00 1898-99 . . . . . 2,00.00
Total	1890-91 . . . . . 3,08.00 1891-92 . . . . . 3,73.00 1892-93 . . . . . 4,21.00 1893-94 . . . . . 5,22.00 1894-95 . . . . . 3,91.00 1895-96 . . . . . 5,44.00 1896-97 . . . . . 5,27.00 1897-98 . . . . . 2,31.00 1898-99 . . . . . 4,98.00	1890-91 . . . . . 2,47.00 1891-92 . . . . . 2,62.00 1892-93 . . . . . 3,40.00 1893-94 . . . . . 3,75.00 1894-95 . . . . . 2,97.00 1895-96 . . . . . 4,24.00 1896-97 . . . . . 4,24.00 1897-98 . . . . . 2,57.00 1898-99 . . . . . 3,47.00	1890-91 . . . . . 2,26.00 1891-92 . . . . . 2,40.00 1892-93 . . . . . 2,30.00 1893-94 . . . . . 2,33.00 1894-95 . . . . . 2,17.00 1895-96 . . . . . 2,60.00 1896-97 . . . . . 2,60.00 1897-98 . . . . . 3,22.00 1898-99 . . . . . 3,31.00	1890-91 . . . . . 2,46.00 1891-92 . . . . . 2,99.00 1892-93 . . . . . 2,76.00 1893-94 . . . . . 2,60.00 1894-95 . . . . . 2,79.00 1895-96 . . . . . 2,77.00 1896-97 . . . . . 3,11.00 1897-98 . . . . . 4,63.00 1898-99 . . . . . 2,67.00	1890-91 . . . . . 4,16.00 1891-92 . . . . . 5,14.00 1892-93 . . . . . 4,30.00 1893-94 . . . . . 3,80.00 1894-95 . . . . . 3,66.00 1895-96 . . . . . 4,36.00 1896-97 . . . . . 5,43.00 1897-98 . . . . . 4,41.00 1898-99 . . . . . 4,04.00	1890-91 . . . . . 4,38.00 1891-92 . . . . . 2,89.00 1892-93 . . . . . 4,02.00 1893-94 . . . . . 3,84.00 1894-95 . . . . . 3,47.00 1895-96 . . . . . 4,14.00 1896-97 . . . . . 3,13.00 1897-98 . . . . . 4,59.00 1898-99 . . . . . 4,07.00	1890-91 . . . . . 4,56.00 1891-92 . . . . . 6,05.00 1892-93 . . . . . 5,47.00 1893-94 . . . . . 3,84.00 1894-95 . . . . . 3,44.00 1895-96 . . . . . 5,74.00 1896-97 . . . . . 3,57.00 1897-98 . . . . . 4,93.00 1898-99 . . . . . 5,12.00	1890-91 . . . . . 4,26.00 1891-92 . . . . . 5,74.00 1892-93 . . . . . 5,90.00 1893-94 . . . . . 3,83.00 1894-95 . . . . . 3,85.00 1895-96 . . . . . 5,13.00 1896-97 . . . . . 4,19.00 1897-98 . . . . . 5,11.60 1898-99 . . . . . 5,16.00	1890-91 . . . . . 4,16.00 1891-92 . . . . . 6,03.00 1892-93 . . . . . 5,61.00 1893-94 . . . . . 4,18.00 1894-95 . . . . . 4,07.00 1895-96 . . . . . 4,99.00 1896-97 . . . . . 4,23.00 1897-98 . . . . . 5,22.00 1898-99 . . . . . 4,81.00	1890-91 . . . . . 4,51.00 1891-92 . . . . . 6,19.00 1892-93 . . . . . 5,30.00 1893-94 . . . . . 4,81.00 1894-95 . . . . . 4,23.00 1895-96 . . . . . 4,99.00 1896-97 . . . . . 4,10.00 1897-98 . . . . . 5,52.00 1898-99 . . . . . 5,11.60	1890-91 . . . . . 4,56.00 1891-92 . . . . . 5,81.00 1892-93 . . . . . 5,67.00 1893-94 . . . . . 3,77.00 1894-95 . . . . . 3,48.00 1895-96 . . . . . 5,85.00 1896-97 . . . . . 4,56.00 1897-98 . . . . . 5,03.00 1898-99 . . . . . 5,04.00	1890-91 . . . . . 3,86.00 1891-92 . . . . . 4,50.00 1892-93 . . . . . 5,12.00 1893-94 . . . . . 4,12.00 1894-95 . . . . . 3,48.00 1895-96 . . . . . 5,85.00 1896-97 . . . . . 4,56.00 1897-98 . . . . . 5,31.00 1898-99 . . . . . 4,90.00

## C

*Statement of Inter-Provincial Remittances from October 1897 to September 1898.*

PROVINCES.	Specie.	Currency Notes.	Bank Bill.	Transfers through Banks.	Transfers through Currency Department.	Transfers, India to Bengal, through Bank of Bengal.	Transfers, Bengal to India, through Bank of Bengal.	TOTAL.
<b>Remittances Issued.</b>								
India . . . . .	63,48,886	46,69,970	...	4,09,10,801	3,52,63,045	...	...	8,71,92,702
Central Provinces . . . .	22,10,000	...	...	2,00,000	18,50,000	...	...	42,60,000
Burma . . . . .	92,508	2,10,235	...	...	2,21,75,000	...	...	2,24,77,743
Assam . . . . .	1,50,000	26,72,590	...	50,000	...	...	...	28,72,590
Bengal . . . . .	33,09,705	58,72,055	...	...	1,42,71,584	...	7,58,00,000	9,92,53,344
N.-W. Provinces and Oudh	13,77,418	8,58,500	...	7,00,000	1,86,95,000	...	...	2,16,30,918
Punjab . . . . .	3,00,000	...	...	1,00,000	...	...	...	4,00,000
Madras . . . . .	10,79,174	30,000	41,50,000	1,27,77,000	2,65,00,000	...	...	4,45,36,174
Bombay . . . . .	1,200	19,61,500	...	40,88,000	1,58,50,000	...	...	2,19,00,700
<b>TOTAL DEBIT</b> .	<b>1,48,68,891</b>	<b>1,62,74,850</b>	<b>41,50,000</b>	<b>5,88,25,801</b>	<b>13,46,04,629</b>	<b>...</b>	<b>7,58,00,000</b>	<b>30,45,24,171</b>
<b>Remittances received.</b>								
India . . . . .	55,69,681	1,08,09,070	15,50,000	68,83,000	6,67,91,584	...	7,58,00,000	16,74,03,335
Central Provinces . . . .	1,60,000	7,00,000	...	...	36,50,174	...	...	45,10,174
Burma . . . . .	4,00,500	7,625	...	...	1,00,000	...	...	5,08,125
Assam . . . . .	9,35,159	25,000	...	55,801	18,20,000	...	...	28,35,960
Bengal . . . . .	8,12,526	2,00,000	...	7,50,000	84,42,871	...	...	1,02,05,397
N.-W. Provinces and Oudh	47,54,128	4,74,840	...	...	1,00,00,000	...	...	1,52,28,968
Punjab . . . . .	17,89,696	13,06,805	...	...	5,43,00,000	...	...	3,73,96,501
Madras . . . . .	10,437	8,07,460	...	43,10,000	50,00,000	...	...	1,01,27,897
Bombay . . . . .	4,36,764	10,44,050	26,00,000	4,68,27,000	45,00,000	...	...	5,63,07,814
<b>TOTAL CREDIT</b> .	<b>1,48,68,891</b>	<b>1,62,74,850</b>	<b>41,50,000</b>	<b>5,88,25,801</b>	<b>13,46,04,629</b>	<b>...</b>	<b>7,58,00,000</b>	<b>30,45,24,171</b>



## D

## Absorption of Small Coins.

[In thousands of Rupees.]

	India.	Central Pro- vinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
<b>½ RUPEES—</b>										
Opening Balance . . . . .	4.58	1.24	1.82	1.35	1.62	3.71	1.81	3.78	8.35	28.26
Receipts from + or Issue to — Mint or other Provinces	10.76	...	1.24	3.00	1.38	1.88	3.07	—30	5.80	27.43
Closing Balance . . . . .	13.53	1.55	1.26	2.93	1.95	2.97	4.09	10.68	17.65	56.61
Net Local Absorption in 1897-98 . . . . .	1.81	—31	1.80	1.42	1.05	2.62	1.39	—7.20	—3.50	—92
Ditto ditto in 1896-97 . . . . .	4.42	1.07	2.02	1.67	3.09	2.17	3.07	7.37	3.43	28.31
Ditto ditto in 1895-96 . . . . .	6.35	16	1.36	1.86	2.01	1.26	70	81	3.43	17.94
Ditto ditto in 1894-95 . . . . .	4.26	8	2.13	1.54	1.51	—13	2.71	1.69	3.45	17.24
<b>¼ RUPEES—</b>										
Opening Balance . . . . .	7.72	1.03	2.05	1.07	1.15	3.50	1.39	3.28	5.31	26.30
Receipts from + or Issue to — Mint or other Provinces	2.10	...	1.23	1.10	1.07	77	2.98	—30	3.70	12.67
Closing Balance . . . . .	9.00	1.55	1.06	1.39	1.04	3.13	2.14	8.45	11.72	39.48
Net Local Absorption in 1897-98 . . . . .	82	—52	2.24	78	1.18	1.14	2.23	—5.47	—2.71	—31
Ditto ditto in 1896-97 . . . . .	2.39	87	2.22	58	2.56	1.90	2.31	9.37	4.83	27.03
Ditto ditto in 1895-96 . . . . .	2.72	9	1.96	78	1.70	61	2.24	2.21	4.05	16.35
Ditto ditto in 1894-95 . . . . .	1.82	—1	3.01	76	1.40	—10	3.08	2.81	2.97	15.74
<b>DOUBLE PICE—</b>										
Opening Balance . . . . .	29	50	5	4	12	61	18	91	98	3.68
Receipts from + or Issue to — Mint or other Provinces	—11	...	...	6	...	—14	1	—4	...	—28
Closing Balance . . . . .	38	1.24	5	8	16	81	21	2.28	1.91	7.12
Net Local Absorption in 1897-98 . . . . .	—20	—74	...	2	—4	—34	—2	—1.41	—93	—3.66
Ditto ditto in 1896-97 . . . . .	—13	42	...	1	2	11	7	89	—26	1.13
Ditto ditto in 1895-96 . . . . .	—10	28	—1	2	4	—10	—4	—10	29	28
Ditto ditto in 1894-95 . . . . .	...	—20	...	1	—4	—17	—6	—19	—7	—72
<b>SINGLE PICE—</b>										
Opening Balance . . . . .	1.27	3.11	1.76	71	3.18	9.86	2.13	3.72	2.81	28.55
Receipts from + or Issue to — Mint or other Provinces	—1.90	...	1.00	4.19	32	—3.07	71	—10	44	1.59
Closing Balance . . . . .	1.96	6.23	1.27	3.78	2.61	6.09	1.40	6.09	5.12	34.55
Net Local Absorption in 1897-98 . . . . .	—2.59	—3.12	1.49	1.12	89	70	1.44	—2.47	—1.87	—4.41
Ditto ditto in 1896-97 . . . . .	—84	3.72	1.50	1.69	6.10	2.88	14	2.87	12	18.27
Ditto ditto in 1895-96 . . . . .	—1.00	1.15	1.26	2.14	2.98	3.30	63	50	89	11.85
Ditto ditto in 1894-95 . . . . .	—1.86	—77	1.58	1.90	1.67	—1.64	32	—3	18	1.55
<b>HALF PICE—</b>										
Opening Balance . . . . .	1	6	3	1	16	22	5	3	1	58
Receipts from + or Issue to — Mint or other Provinces	79	—1	...	2	5	—1	5	1	...	90
Closing balance . . . . .	2	5	3	2	10	24	4	4	1	55
Net Local Absorption in 1897-98 . . . . .	78	...	...	1	11	—3	6	...	...	93
Ditto ditto in 1896-97 . . . . .	33	2	...	1	25	3	4	—1	...	67
Ditto ditto in 1895-96 . . . . .	30	3	...	1	20	1	5	...	1	61
Ditto ditto in 1894-95 . . . . .	28	1	...	1	19	...	4	...	1	54
<b>PIE PIECES—</b>										
Opening Balance . . . . .	3	6	1	...	5	11	1	44	9	80
Receipts from + or Issue to — Mint or other Provinces	6	...	...	1	...	3	1	9	9	20
Closing Balance . . . . .	5	6	1	1	4	12	1	39	9	76
Net Local Absorption in 1897-98 . . . . .	4	...	...	...	1	2	1	14	0	31
Ditto ditto in 1896-97 . . . . .	4	...	1	...	2	...	1	40	16	73
Ditto ditto in 1895-96 . . . . .	5	...	...	...	1	1	1	26	37	71
Ditto ditto in 1894-95 . . . . .	4	...	...	...	1	2	1	29	24	61

GOVERNMENT OF INDIA.  
FINANCE AND COMMERCE DEPARTMENT.

ANNUAL REPORT ON THE OPERATIONS OF THE SAVINGS BANKS IN INDIA  
DURING THE YEAR 1897-98.

No. 868A., dated Calcutta, the 23rd February 1899.

ORDER—By the Government of India, Finance and Commerce Department.

READ—

Report by the Comptroller and Auditor General, No. 1781, dated the 9th January 1899, on the operations of the Savings Banks in India during the year 1897-98 and the Statements annexed to it.

ORDERED that the Report and the Statements be published in the *Gazette of India* for general information.

H. H. RISLEY,  
*Offg. Secretary to the Government of India.*

No. 1781, dated Calcutta, the 9th January 1899.

From—The Comptroller and Auditor General,

To—The Secretary to the Government of India, Finance and Commerce Department.

I have the honour to submit my Annual Report on the operations of the Savings Banks in India during the year 1897-98.

2. These Banks are of two descriptions, *viz.*, Banks open to the public and Service Institutions; the former head now includes the Post Office Banks only; and the latter, the State Railways Provident Institutions, the Civil Engineers' Provident Fund, the Forest Officers' Provident Fund, and the Military Banks. The State Railways Provident Institutions are for the non-pensionable employes of the State Railways, the Civil Engineers' Provident Fund is for the Officers of the Public Works and Telegraph Departments, the Forest Officers' Provident Fund is for the officers of the Imperial and Provincial branches of the Forest Service, and for the officers of the Geological Survey Department, and the Military Banks are for the benefit of Non-Commissioned Officers and Privates of British Regiments.

3. I enclose the usual Statements marked I to VII, containing the accounts and statistics for the year.

4. The principal features of the returns are shown in the following table, which also compares them with those of the previous year:—

DESCRIPTION OF BANKS.	BANKS.		DEPOSITORS.		INTEREST EARNED.		BALANCE.		NOMINAL VALUE OF GOVERNMENT PROMISSORY NOTES.		AVERAGE OF DEPOSITOR'S BALANCE.	
	Num-ber.	In-crease + or De-crease—over previous year.	Num-ber.	Increase + or De-crease—over previous year.	Amount.	Increase + or De-crease—over previous year.	Amount.	Increase + or De-crease—over previous year.	Balance of Government Promissory Notes held for depositors.	Net pur-chased or received, + sold or returned—during the year.	Amount.	In-crease + or De-crease—
Railway . . . .	10	—1	15,006	—1,042	2,76,520	+ 14,894	77,04,754	+ 1,23,841	11,200	—12,000	513	+ 41
Civil Engineers' Pro-vident Fund . .	1	...	665	+ 1	1,34,581	+ 12,994	35,89,992	+ 2,30,793	...	...	5,481	+ 422
Forest Officers' Pro-vident Fund . .	3	...	167	+ 31	3,716	+ 3,147	1,36,991	+ 91,824	...	...	820	+ 488
Military . . . .	180	+ 19	9,201	—2,846	51,840	—10,901	12,62,617	—2,27,609	...	...	137	+ 14
Post Office . . .	6,290	—130	730,387	+ 17,067	28,03,782	—2,09,210	9,28,72,978	—35,19,433	7,31,200	+ 1,25,600	127	—8
<b>TOTAL . . . .</b>	<b>6,484</b>	<b>—112</b>	<b>755,426</b>	<b>+ 13,211</b>	<b>32,70,439</b>	<b>—1,89,076*</b>	<b>10,55,67,332</b>	<b>—33,00,584</b>	<b>7,42,400</b>	<b>+ 1,13,600</b>	<b>...</b>	<b>...</b>

\* Excludes Rs 6,44, on account of interest on Presidency Savings Bank deposits.



5. The statement shows that on the 31st March 1898 there were 6,484 Government Savings Banks in India, containing 755,426 accounts, which earned interest from Government to the amount of ₹32,70,439, and held balances aggregating ₹10,55,67,332, exclusive of Government Securities held on behalf of the depositors to the nominal value of ₹7,42,400. As compared with the year 1896-97, there has been a decrease of 112 in the number of banks and an increase of 13,211 in the number of depositors. The balance of deposits has, however, declined by ₹33,00,584 and the amount of interest earned by ₹1,89,076. The causes of these decreases are probably to be found in the famine and plague which prevailed during the year. The volume of the transactions on account of Government Promissory Notes was less than in 1896-97, but the net result was an increase of ₹1,13,600.

6. Upon the working of the Post Office Banks, the Director-General of the Post Office will submit a detailed report, and it is therefore only necessary here to make some observations in respect of the other Banks.

7. There has been a large decrease of ₹2,27,609 in the balances in the Military Banks. The decrease occurs in all the commands. The chief cause which led to this result was the operations on the Frontier, Savings Bank transactions being suspended when corps proceed on Field Service. Military Savings Banks will shortly be closed, as their maintenance is not considered necessary now that the Postal Savings Banks afford the necessary facilities for thrift, and it may be that the prospective closing of these Banks has affected the deposits.

8. The Forest Officers' Provident Fund was created only in 1896-97, and the balance stands at ₹1,36,991.

9. The balances of the other Service Institutions still continue to increase, and now amount to ₹1,12,94,746, an increase over the previous year of ₹3,54,634. The transfer of the Burma State Railway to a Private Company accounts for the decrease in the number of Banks and depositors which appears under the State Railway Provident Fund Institutions.

10. The balances of the Savings Banks proper, including the Military Banks, amount to ₹9,41,35,595, which represents a decrease of ₹37,47,042 as compared with the balances of 1896-97. These balances are held by Government at call.

## Statement I.

*Number of Working Banks and of the Depositors therein on the 31st March 1898.*

BANKS.	NUMBER OF WORKING BANKS.		NUMBER OF DEPOSITORS.		Increase (+) or Decrease (—) in number of Depositors.	AVERAGE NUMBER OF DEPOSITORS PER BANK.	
	1897.	1898.	1897.	1898.		1897.	1898.
BANKS OPEN TO THE PUBLIC—							
Post Office Banks . . . . .	6,420	6,290	713,320	730,387	+ 17,067	111	116
TOTAL . . . . .	6,420	6,290	713,320	730,387	+ 17,067	...	...
SERVICE INSTITUTIONS—							
State Railway Provident Institutions . . . . .	11	10	16,048	15,006	—1,042	1,459	1,500
Civil Engineers' Provident Fund . . . . .	1	1	664	665	+ 1	664	665
Forest Officers' Provident Fund . . . . .	3	3	136	167	+ 31	45	55
Military Banks . . . . .	161	180	12,047	9,201	—2,846	75	51
TOTAL . . . . .	176	194	28,895	25,039	—3,856	...	...
GRAND TOTAL . . . . .	6,596	6,484	742,215	755,426	+ 13,211	...	...

*Number of Depositors in the several classes of Banks from 1886-87 to 1897-98.*

BANKS.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.
<b>BANKS OPEN TO THE PUBLIC—</b>												
Presidency Banks—												
Calcutta . . . . .	11,155	10,881	10,931	10,862	11,065	11,062	10,968	10,823	10,665	7,236	...	...
Madras . . . . .	3,358	3,152	3,091	2,975	2,901	2,959	2,717	2,618	2,431	1,646	...	...
Bombay . . . . .	26,700	25,061	25,230	25,062	25,008	25,124	25,714	25,714	25,489	22,049	...	...
Post Office Banks . . . . .	219,010	261,157	311,001	358,272	408,544	463,453	520,967	574,050	611,947	653,892	713,320	730,387
District Banks . . . . .	168	...	...	...	...	...	...	...	...	...	...	...
TOTAL . . . . .	260,391	300,251	350,253	397,171	447,518	502,598	560,366	613,205	650,532	684,823	713,320	730,387
<b>SERVICE INSTITUTIONS—</b>												
State Railway Provident Institutions . . . . .	12,168	12,848	14,372	14,598	14,151	13,605	14,115	14,875	15,051	15,793	16,048	15,006
Civil Engineers' Provident Fund . . . . .	380	465	500	532	559	599	623	658	646	655	664	665
Forest Officers' Provident Fund . . . . .	...	...	...	...	...	...	...	...	...	...	136	167
Military Banks . . . . .	16,151	18,303	18,142	19,504	13,101	11,950	13,247	15,920	16,980	15,283	12,047	9,201
TOTAL . . . . .	28,699	31,616	33,014	34,634	27,811	26,154	27,935	31,453	32,677	31,731	28,895	25,039
GRAND TOTAL . . . . .	289,090	331,867	383,267	431,805	475,329	528,752	588,351	644,658	683,209	716,554	742,215	755,426



## Statement

*Deposits (including Interest), Withdrawals and Balances in the several classes of Finance and Revenue.*

YEARS.	DEPOSITS.										WITHDRAWALS.			
	PRESIDENCY BANKS.			District Banks.	Post Office Banks.	State Rail-way Provident Institutions.	Civil Engineers' Provident Fund.	Forest Officers' Provident Fund.	Military Banks.	TOTAL.	PRESIDENCY BANKS.			District Banks.
	Calcutta.	Madras.	Bombay.								Calcutta.	Madras.	Bombay.	
1864-65	6,85	4,36	7,25	...	...	...	...	...	15,17	33,63	7,19	4,91	6,59	...
1865-66	8,21	5,02	9,02	...	...	...	...	...	15,79	38,04	7,61	4,20	6,36	...
1866-67	11,20	6,18	14,35	...	...	...	...	...	12,71	44,44	8,83	4,76	5,84	...
1867-68	15,58	7,40	13,21	...	...	...	...	...	18,72	54,91	10,70	5,58	8,12	...
1868-69	21,92	8,96	14,97	...	...	...	...	...	18,51	64,36	14,65	6,82	11,51	...
1869-70	22,95	9,58	16,89	...	...	...	...	...	17,08	66,50	20,40	8,63	12,85	...
1870-71	22,39	9,02	19,79	1,76	...	...	...	...	14,45	67,41	19,82	8,94	13,96	...
1871-72	24,01	10,41	21,74	4,22	...	...	...	...	14,66	75,04	21,48	8,13	15,21	...
1872-73	27,61	10,91	28,90	5,95	...	...	...	...	16,53	89,90	23,28	9,20	16,44	...
1873-74	25,97	13,97	54,20	7,99	...	...	...	...	16,50	1,17,73	27,88	12,81	32,38	...
1874-75	13,30	9,23	22,32	10,33	...	...	...	...	17,91	73,09	17,43	9,62	22,79	...
1875-76	12,45	8,69	23,23	10,95	...	...	...	...	18,43	73,75	14,51	7,93	17,97	...
1876-77	12,29	8,93	21,87	11,27	...	...	...	...	17,43	71,79	13,56	8,80	19,70	...
1877-78	11,48	9,04	19,02	14,98	...	...	...	...	18,04	72,56	12,55	8,22	23,71	...
1878-79	10,70	8,90	16,67	13,68	...	...	...	...	17,84	67,79	11,61	10,39	19,40	...
1879-80	15,99	10,73	29,38	21,78	...	8	...	...	21,66	99,62	12,38	8,73	11,27	...
1880-81	24,79	18,70	70,06	59,38	...	3,16	...	...	28,39	2,04,48	17,74	11,46	21,66	...
1881-82	20,48	14,62	62,04	39,71	...	4,83	...	...	22,71	1,64,39	21,06	13,95	53,48	...
1882-83	19,23	10,89	54,21	36,02	44,00	4,53	...	...	17,35	1,86,23	20,72	14,34	44,12	...
1883-84	17,16	11,66	55,16	34,00	1,05,45	5,72	...	...	16,39	2,45,54	20,97	12,79	58,13	...
1884-85	16,82	11,43	53,41	35,04	1,69,31	10,62	72	...	11,86	3,09,21	17,50	12,10	49,92	...
1885-86	13,73	10,22	49,94	28,13	2,49,86	9,36	2,22	...	11,76	3,77,22	16,47	11,59	60,12	...
1886-87	13,05	3,67	28,10	67	4,58,67	13,27	2,33	...	13,17	5,32,93	14,31	21,77	1,10,73	...
1887-88	13,77	3,06	26,52	56	3,93,82	9,85	3,43	...	14,47	1,65,48	12,95	3,27	27,14	...
1888-89	13,79	3,23	27,94	...	4,53,25	14,97	3,27	...	15,26	5,31,71	14,39	3,88	26,92	...
1889-90	7,83	1,82	14,94	...	3,48,91	10,84	3,43	...	19,85	4,07,62	11,50	3,18	23,37	...
1890-91	8,08	1,79	15,80	...	2,89,50	11,48	4,00	...	13,73	3,44,38	7,75	2,37	16,58	...
1891-92	8,55	2,34	17,19	...	3,23,99	11,20	3,94	...	13,07	3,80,37	7,19	2,10	14,24	...
1892-93	8,74	1,97	18,87	...	3,54,73	13,76	4,12	...	15,76	4,17,95	8,09	2,03	14,84	...
1893-94	8,41	1,61	16,94	...	3,64,90	11,70	4,45	...	17,58	4,25,59	9,17	2,18	18,04	...
1894-95	7,53	1,69	15,34	...	3,48,70	12,89	4,84	...	18,40	4,09,39	8,50	1,77	17,29	...
1895-96	8,25	1,54	14,39	...	3,92,66	14,02	5,09	...	20,58	4,56,53	45,07	2,82	21,60	...
1896-97	78	5	1,33	...	4,81,60	14,29	5,11	45	14,91	5,18,52	17,88	3,57	70,71	...
1897-98	...	...	...	...	3,49,93	15,14	5,52	92	10,88	3,82,39	...	...	...	...

## II.

*Savings Banks from 1864-65 to 1897-98 (in thousands of Rupees) as entered in the enue Accounts.*

DRAWALS.						BALANCE.											YEARS.
Post Office Banks.	State Rail-way Provident Institutions.	Civil Engi-neers' Provident Fund.	Forest Offi-cers' Provident Fund.	Mili-tary Banks.	TOTAL.	PRESIDENCY BANKS.			District Banks.	Post Office Banks.	State Rail-way Provident Institutions.	Civil Engi-neers' Provident Fund.	Forest Offi-cers' Provident Fund.	Mili-tary Banks.	TOTAL.		
						Cal-cutta.	Mad-ras.	Bombay.									
...	...	...	...	17,54	36,23	8,91	11,58	18,67	...	...	...	...	...	22,45	61,61	1864-65	
...	...	...	...	18,10	36,27	9,51	12,40	21,33	...	...	...	...	...	20,14	63,38	1865-66	
...	...	...	...	14,35	33,78	11,88	13,82	29,84	...	...	...	...	...	18,59	74,04	1866-67	
...	...	...	...	16,33	40,73	16,76	15,64	34,93	...	...	...	...	...	20,89	88,22	1867-68	
...	...	...	...	18,47	51,45	24,03	17,78	38,39	...	...	...	...	...	20,93	1,01,13	1868-69	
...	...	...	...	17,65	59,53	26,58	18,73	42,43	...	...	...	...	...	20,36	1,08,10	1869-70	
...	...	...	...	17,51	60,51	29,15	18,81	48,26	1,48	...	...	...	...	17,30	1,15,00	1870-71	
...	...	...	...	13,46	59,90	31,68	21,09	54,79	4,08	...	...	...	...	18,50	1,30,14	1871-72	
...	...	...	...	14,24	65,76	36,01	22,80	67,25	7,43	...	...	...	...	20,79	1,54,28	1872-73	
...	...	...	...	14,89	91,86	34,10	23,06	80,07	11,53	...	...	...	...	22,40	1,80,15	1873-74	
...	...	...	...	16,75	72,10	29,97	22,67	88,60	16,34	...	...	...	...	23,56	1,81,14	1874-75	
...	...	...	...	18,39	65,34	27,91	23,43	93,86	20,75	...	...	...	...	23,60	1,89,55	1875-76	
...	...	...	...	1781	67,72	26,64	23,56	96,03	24,17	...	...	...	...	23,22	1,93,62	1876-77	
...	...	...	...	17,71	73,64	25,57	24,38	91,33	27,71	...	...	...	...	23,55	1,92,54	1877-78	
...	...	...	...	18,41	69,09	24,66	22,89	88,60	32,11	...	...	...	...	22,98	1,91,24	1878-79	
...	5	...	...	19,88	62,57	8,27	24,89	1,06,71	43,63	...	3	...	...	24,76	2,28,29	1879-80	
...	67	...	...	27,21	1,11,40	35,32	32,13	1,55,11	70,35	...	2,52	...	...	25,94	3,21,37	1880-81	
...	2,28	...	...	30,28	1,58,49	34,74	32,80	1,63,67	72,62	...	5,07	...	...	8,37	3,27,27	1881-82	
16,03	2,42	...	...	18,89	1,51,86	33,25	29,35	1,73,76	73,30	27,97	7,18	...	...	16,83	3,61,64	1882-83	
58,42	2,78	...	...	18,92	2,06,59	29,44	28,22	1,70,79	72,72	75,00	10,12	...	...	14,30	4,00,59	1883-84	
1,10,07	7,55	...	...	11,50	2,41,09	28,76	27,55	1,47,28	75,31	1,34,24	13,19	72	...	14,66	4,68,71	1884-85	
1,58,71	4,42	3	...	12,55	3,37,81	28,02	26,18	1,64,10	29,52	2,25,39	18,13	2,91	...	13,87	5,08,12	1885-86	
2,58,66	12,56	34	...	12,96	4,61,53	26,76	8,08	81,47	—1	4,25,40	18,84	4,90	...	14,08	5,79,52	1886-87	
3,13,75	5,61	37	...	13,81	3,77,45	27,58	7,87	80,85	...	5,05,47	23,08	7,96	...	14,74	6,67,55	1887-88	
3,69,47	5,43	45	...	16,47	4,37,01	26,98	7,22	81,87	...	5,89,25	32,62	10,78	...	13,53	7,62,25	1888-89	
3,31,19	7,39	88	...	19,18	4,16,69	23,31	5,85	73,44	...	5,86,97	36,07	13,34	...	14,20	7,53,18	1889-90	
2,41,80	6,41	1,03	...	15,40	2,91,34	23,64	5,27	72,66	...	6,34,67	41,14	16,32	...	12,53	8,06,22	1890-91	
2,52,73	6,45	68	...	14,57	2,97,96	25,00	5,51	75,61	...	7,05,93	45,98	19,57	...	11,03	8,88,63	1891-92	
2,78,78	9,55	67	...	15,16	3,29,12	25,65	5,45	79,64	...	7,81,88	50,19	23,02	...	11,63	9,77,46	1892-93	
3,20,20	5,04	1,57	...	14,60	3,70,80	24,89	4,88	78,54	...	8,26,57	56,85	25,90	...	14,62	10,32,23	1893-94	
3,35,09	5,84	3,14	...	16,51	3,88,14	23,92	4,80	76,59	...	8,40,18	63,90	27,60	...	16,51	10,53,50	1894-95	
3,28,61	7,77	2,41	...	19,63	3,97,91	17,10	3,52	69,38	...	9,04,23	70,15	30,28	...	17,46	11,12,12	1895-96	
4,21,90	8,63	1,80	...	17,47	5,41,96	...	...	...	...	9,63,93	75,81	33,59	45	14,90	10,88,68	1896-97	
3,85,13	13,90	3,21	...	13,15	4,15,39	...	...	...	...	9,28,73	77,05	35,90	1,37	12,63	10,55,68	1897-98	



## Statement III.

*Classification of Depositors in the Post Office and Military Banks, State Railway Provident Institutions, Civil Engineers' and Forest Officers' Provident Funds according to their professions, on the 31st March 1898.*

	CLASS I. PROFESSIONAL.		Class II, Domestic.	Class III, Commercial.	Class IV, Agricultural.	Class V, Industrial.	Class VI, Indefinite or Non-productive.	Total.
	A Having fixed incomes.	B Having variable incomes.						
<b>BANKS OPEN TO THE PUBLIC—</b>								
Post Office Banks . . . . .	2,00,423	47,690	1,20,596	28,298	9,116	21,983	3,02,281	7,30,397
<b>SERVICE INSTITUTIONS—</b>								
State Railway Provident Institutions . . . . .	14,540	73	...	391	...	...	2	15,006
Civil Engineers' Provident Fund . . . . .	665	...	...	...	...	...	...	665
Forest Officers' Provident Fund . . . . .	167	...	...	...	...	...	...	167
Military Banks . . . . .	...	...	9,201	...	...	...	...	9,201
<b>TOTAL</b>	2,15,795	47,763	1,29,797	28,689	9,116	21,983	3,02,283	7,55,425
<b>INCREASE + DECREASE—</b>	2,11,008 + 4,787	46,106 + 1,657	1,28,875 + 922	27,794 + 895	7,991 + 1,125	21,801 + 182	2,98,640 3,643	7,42,215 + 13,211
<b>Percentage of each class in—</b>								
Post Office Banks . . . . .	27.5	6.5	16.6	3.8	1.2	3	41.4	100
State Railway Provident Institutions . . . . .	97	.5	...	2.5	...	...	...	100
Civil Engineers' Provident Fund . . . . .	100	...	...	...	...	...	...	100
Forest Officers' Provident Fund . . . . .	100	...	...	...	...	...	...	100
Military Banks . . . . .	...	...	100	...	...	...	...	100
All Banks taken together . . . . .	28.6	6.3	17.2	3.8	1.2	2.9	40	100

## Statement IV.

*Interest earned during 1896-97 and 1897-98 and the Balance held at the close of each year.*

	INTEREST EARNED IN			BALANCE HELD AT CLOSE OF			AVERAGE BALANCE IN EACH BANK.		AVERAGE BALANCE AT CREDIT OF EACH DEPOSITOR.	
	1896-97.	1897-98.	Increase (+) or Decrease (—).	1896-97.	1897-98.	Increase (+) or Decrease (—).	1896-97.	1897-98.	1896-97.	1897-98.
BANKS OPEN TO PUBLIC—										
Post Office Banks . . . . .	30,12,992	28,03,782	—2,09,210	9,63,92,411	9,28,72,978	—35,19,433	15,014	14,770	135	127
SERVICE INSTITUTIONS—										
State Railway Provident Institutions . . . . .	2,61,626	2,76,520	+14,894	75,80,913	77,04,754	+1,23,841	6,89,174	7,70,475	472	513
Civil Engineers' Provident Fund . . . . .	1,21,587	1,34,381	+12,994	33,59,199	35,89,992	+2,30,793	33,59,199	35,89,992	5,059	5,397
Forest Officers' Provident Fund . . . . .	569	3,716	+3,147	45,167	1,36,591	+91,824	15,052	45,663	332	820
Military Banks—										
Bengal Command . . . . .	18,210	14,431	—3,779	4,00,959	3,86,795	—14,164	7,556	6,238	155	169
Funjab . . . . .	19,308	17,536	—1,772	4,71,760	3,81,987	—89,773	12,096	9,795	99	126
Madras . . . . .	12,092	8,570	—3,522	2,70,017	1,87,030	—82,987	9,311	5,195	127	93
Bombay . . . . .	13,131	11,303	—1,828	3,47,490	3,06,805	—40,685	8,687	7,135	134	103
TOTAL . . . . .	62,741	51,840	—10,901	14,90,226	12,62,617	—2,27,609	...	...	...	...
GRAND TOTAL . . . . .	34,59,515*	32,70,439	—1,89,076	10,88,67,916	10,55,67,332	—33,00,584	...	...	...	...

\* Excludes Rs 6,044 on account of interest on Presidency Banks deposits.



## Statement V.

*Interest earned and Balances held by Native and by European and Eurasian Depositors, respectively, as recorded in the Savings Bank Ledgers.*

	NATIVE DEPOSITORS, INCLUDING ACCOUNTS OF LOCAL INSTITUTIONS.						EUROPEAN AND EURASIAN DEPOSITORS, INCLUDING ACCOUNTS OF LOCAL INSTITUTIONS.					
	Number of Accounts.		Amounts of Interest earned.		Balance.		Number of Accounts.		Amounts of Interest earned.		Balance.	
	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.
<b>BANKS OPEN TO THE PUBLIC—</b>												
Post Office Banks	650,025	665,735	25,65,360	24,79,124	8,60,31,834	8,22,43,475	63,295	64,652	4,47,632	3,24,658	1,03,40,577	1,06,29,593
<b>SERVICE INSTITUTIONS—</b>												
State Railway Provident Institutions	12,988	12,306	1,13,773	1,22,050	33,72,310	34,76,888	3,060	2,700	1,47,853	1,54,470	42,08,603	42,27,866
Civil Engineers' Provident Fund	97	98	12,942	14,963	3,69,685	4,04,870	567	567	1,08,645	1,19,618	29,89,514	31,85,122
Forest Officers' Provident Fund	27	32	62	392	4,793	15,018	109	135	507	3,324	40,374	1,21,973
<b>Military Banks—</b>												
Bengal Command	...	...	...	...	...	...	2,580	2,286	18,210	14,431	4,00,959	3,86,795
Punjab "	...	...	...	...	...	...	4,748	3,026	19,308	17,536	4,71,760	3,81,987
Madras "	...	...	...	...	...	...	2,128	2,009	12,092	8,570	2,70,017	1,87,030
Bombay "	...	...	...	...	...	...	2,591	1,880	13,131	11,303	3,47,490	3,06,805
<b>TOTAL</b>	663,137	678,171	26,94,125	26,16,529	8,97,98,622	8,61,40,251	79,078	77,255	7,71,434	6,53,910	1,90,69,294	1,94,27,081

## Statement VI.

*Government Promissory Notes purchased, received, and sold or returned on account of Savings Banks Depositors.*

	NOTES PURCHASED FOR DEPOSITORS.						NOTES RECEIVED FROM DEPOSITORS.						NOTES SOLD OR RETURNED.						NOTES REMAINING IN CUSTODY OF THE COMPTROLLER GENERAL, THE ACCOUNTANT GENERAL, MADRAS, AND THE ACCOUNTANT GENERAL, BOMBAY.						
	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.
BANKS OPEN TO THE PUBLIC— Presidency Banks—																									
Calcutta	1,500	31,400	4,200	7,500	...	...	...	300	1,000	100	...	...	1,200	17,700	4,200	10,500	42,300	...	29,900	30,200	44,200	45,200	42,300	...	...
Madras	9,000	16,500	6,000	...	...	...	...	...	...	...	...	...	7,000	12,000	28,500	...	...	...	16,000	18,000	22,500	...	...	...	...
Bombay	3,500	3,000	1,000	...	...	...	...	...	...	...	...	...	3,500	6,500	2,000	1,000	4,400	...	9,900	9,900	6,400	5,400	4,400	...	...
Post Office Banks.	262,100	379,100	246,500	146,500	834,300	742,600	8,300	6,800	14,500	11,800	55,400	16,000	241,200	333,000	239,100	161,500	753,100	633,000	368,200	397,400	439,300	472,200	469,000	605,600	731,200
SERVICE INSTITUTIONS— State Railway Provident In- stitutions	...	...	...	4,500	9,800	40,000	...	...	...	...	...	...	1,000	...	...	1,000	...	16,000	1,000	...	...	9,900	13,400	23,200	11,200
TOTAL	276,100	430,000	257,700	158,500	844,100	746,600	8,300	7,100	15,500	11,900	55,400	16,000	253,900	369,200	273,800	174,000	799,800	649,000	425,000	455,500	523,400	532,700	589,100	628,800	747,400





GOVERNMENT OF INDIA.  
HOME DEPARTMENT.

PROGRESS OF EDUCATION IN INDIA DURING THE YEAR 1897-98.

No. 102—113.

*Extract from the Proceedings of the Government of India in the Home Department (Education),—under date Calcutta, the 22nd February 1899.*

READ—

The several reports on the Progress of Education in India during the year 1897-98, with the orders passed on them by Local Governments and Administrations.

RESOLUTION.

The information regarding the state and progress of Education in India during the quinquennial period 1892-93 to 1896-97, given in the special reports submitted by Local Governments and Administrations in accordance with the instructions contained in Home Department Circular No. <sup>9-Education</sup> 271-280, dated the 18th July 1895, is being separately reviewed. The present Resolution gives a brief summary of the most striking features presented by the figures for the year 1897-98.

2. The total number of Public and Private Institutions in 1897-98 was 148,829 as compared with 152,025 in 1896-97 and 152,841 in 1895-96. The decrease was in Public Institutions, the number of which fell to 106,462 from 109,886 in 1896-97. The number of Private Institutions showed a small increase from 42,139 to 42,367. Primary (Public) Institutions which had risen to 102,036 in 1895-96 and 103,920 in 1896-97 fell to 100,507 in the year under review, the decrease occurring among both boys' and girls' schools. The number of Secondary (Public) Schools (5,333) showed an increase of 66. The number of Elementary Private Institutions rose from 36,959 in 1896-97 to 37,443 in 1897-98. Arts Colleges (124) showed an increase of 4, and the number of Professional Colleges (40) was the same as in the previous year.

3. Taking the population of school-going age at 15 per cent. of the total population according to the last census, the percentage of total scholars to total population of school-going age was 12·25 against 12·49 in 1896-97 and 12·05 in 1895-96; the percentages of male and female scholars on the total male and female population of school-going age was 21·84 and 2·33, respectively, as compared with 22·29 and 2·34 in 1896-97 and 22·02 and 2·34 in 1895-96. The total number of pupils under instruction decreased from 4,356,870 in the previous year to 4,274,275 in the year under review. Of the total number of scholars 3,874,809 were males and 399,466 were females against 3,954,712 and 402,158, respectively, in 1896-97. The number of pupils in Secondary (Public) Schools (551,141) showed an advance over the figures of the previous year (535,155), as also did the number in Private Elementary Institutions which increased from 503,106 in 1896-97 to 510,175 in 1897-98, but the number in Primary (Public) Schools decreased to 3,104,583 from 3,209,825 in 1896-97.

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The decrease in the total number of pupils occurred mainly in Bombay, Bengal and the Central Provinces, and is attributed by the Local Governments to famine and plague.

4. The average monthly attendance at the different classes of Public

Public Institutions.		AVERAGE MONTHLY ATTENDANCE.	
		1896-97.	1897-98.
Managed by Government.	Colleges . . . . .	7,340	7,314
	Secondary Schools . . . . .	49,316	48,302
	Primary Schools . . . . .	24,188	22,502
	Schools for special instruction . . . . .	13,356	12,263
Managed by Local Fund and Municipal Boards.	Colleges . . . . .	196	233
	Secondary Schools . . . . .	119,509	119,517
	Primary Schools . . . . .	832,400	814,085
	Schools for special instruction . . . . .	1,635	2,031
Maintained by Native States.	Colleges . . . . .	161	200
	Secondary Schools . . . . .	10,814	12,770
	Primary Schools . . . . .	150,146	160,438
	Schools for special instruction . . . . .	328	373
Aided by Government or by Local Fund or Municipal Boards.	Colleges . . . . .	6,345	6,192
	Secondary Schools . . . . .	258,209	262,644
	Primary Schools . . . . .	1,659,771	1,572,511
	Schools for special instruction . . . . .	6,219	5,334
Unaided . . . . .	Colleges . . . . .	5,340	5,669
	Secondary Schools . . . . .	89,638	90,487
	Primary Schools . . . . .	402,782	405,104
	Schools for special instruction . . . . .	2,480	3,472
TOTAL . . . . .		3,640,273	3,551,441

Institutions during the years 1896-97 and 1897-98 is shown in the comparative statement in the margin. The total shows a decrease of 88,832 on the figures of 1896-97. The number of scholars in Arts Colleges on the 31st March 1898 was 14,842 against 14,420 in 1897. In Colleges and Departments of Colleges for Professional training there were 4,468 scholars on the rolls at the end of 1897-98 as compared with 4,363 in the preceding year. The increase in the number of pupils in the secondary stage of instruction was maintained during

the year under review, the number having risen from 535,155 on the 31st March 1897 to 551,141 on the 31st March 1898; on the other hand, the number of pupils in the primary stage decreased from 3,209,825 to 3,104,583 or by 3·27 per cent. The reason for this decrease is as stated in paragraph 3 above. The number of scholars in Training Schools for Masters and Mistresses, which at the close of 1896-97 had risen to 5,667 from 5,046 in 1895-96, fell to 5,409 at the close of 1897-98. The attendance at other schools for special instruction showed a slight decline from 18,952 on the 31st March 1897 to 18,663 on the 31st March 1898.

6. The total number of pupils under instruction in all institutions on the 31st March 1898 was 4,274,275; of these 454,599 were receiving instruction in English against 438,846 in 1896-97; and 584,791 were studying a classical language as compared with 571,209 in the previous year. The number of vernacular pupils (3,907,894) showed a marked decrease of 81,638, which occurred mainly in the Primary (Public) Institutions for boys. In Private Institutions the number of pupils studying a classical language and a vernacular (294,144 and 338,573, respectively) compared favourably with the number of such pupils in 1896-97 (268,727 and 328,842, respectively); but the number studying English decreased from 5,240 to 4,396.

7. The classification of scholars according to race or creed, and the percentage of each class on the total number of scholars is shown in the following statement :—

RACE OR CREED.	1896-97.		1897-98.	
	Number of scholars.	Percentage on total.	Number of scholars.	Percentage on total.
Hindus . . . . .	2,935,597	67·38	2,886,279	67·53
Muhammadans . . . . .	966,632	22·18	922,566	21·59
Europeans and Eurasians . . . . .	29,176	·67	29,855	·69
Native Christians . . . . .	114,695	2·63	117,658	2·75
Others . . . . .	310,770	7·18	317,917	7·43

There was a decrease in the numbers of Hindu and Muhammadan scholars, and an increase in the case of Europeans and Eurasians, Native Christians and other classes. The greater proportionate decrease was among the Muhammadans, and the percentage of Muhammadan scholars therefore fell away whilst the percentage of Hindu scholars increased notwithstanding their numerical decline. Of the students at Colleges (19,310), 84·2 per cent. were Hindus, 6·8 per cent. Muhammadans, 3·2 per cent. Native Christians, and 2·1 per cent. Europeans and Eurasians. The Muhammadan students show a numerical increase of only 14 on the preceding year. Of those receiving a secondary education (551,141), 71·4 per cent. were Hindus, 14·0 per cent. Muhammadans, 5·5 per cent. Native Christians, and 4·5 per cent. Europeans and Eurasians. Of the 3,104,583 pupils under primary instruction at Public Institutions, 2,239,349 (72·1 per cent.) were Hindus; 607,271 (19·6 per cent.) were Muhammadans; 78,081 (2·5 per cent.) were Native Christians; 3,548 (·1 per cent.) were Europeans and Eurasians; and the remainder (176,334 or 5·7 per cent.) belonged to other classes. In the case of Hindus the numerical decrease was from 2,296,545 to 2,239,349 and in the case of Muhammadans from 647,159 to 607,271.

8. The total expenditure (direct and indirect) on public instruction, which in 1895-96 and 1896-97 amounted to R5,50,65,032 and R3,52,44,900, respectively, increased to R3,55,40,262 in 1897-98. The increase was distributed over all classes of education. The direct expenditure reached R2,82,16,389 as compared with R2,77,38,737 in the preceding year. The indirect expenditure which embraces charges on account of direction, inspection, scholarships, building, school grants and other miscellaneous items amounted to R73,23,873 against R75,06,163 in 1896-97. The decrease was due to smaller expenditure on buildings.

9. The expenditure on education was met from Provincial Revenues, Local and Municipal Funds, from fees and from miscellaneous sources, such as endowments, subscriptions, etc. A comparison of the sums spent from each of these



sources during the years 1896-97 and 1897-98 and the proportion of such expenditure to the total cost of education is shown in the following statement:—

Sources from which expenditure on education is met.	1896-97.		1897-98.	
	Amount.	Percentage to total cost.	Amount.	Percentage to total cost.
	<i>R</i>		<i>R</i>	
Provincial Revenues . . . . .	95,22,985	27·0	93,04,645	26·2
Local Funds . . . . .	57,45,944	16·3	56,71,204	15·9
Municipal Funds . . . . .	14,96,721	4·3	14,69,719	4·1
Fees . . . . .	1,06,10,933	30·1	1,05,82,145	29·8
Miscellaneous . . . . .	78,68,317	22·3	85,12,549	24·0
TOTAL . . . . .	3,52,44,900	100·0	3,55,40,262	100·0

The contributions from Provincial, Municipal and Local Funds and fees all fell off, but the decrease was more than counterbalanced by a considerable rise in the income from miscellaneous sources.

10. The statistics for the year appear to the Governor General in Council to be satisfactory, except for the check in the progress of primary education which resulted from the prevalence of famine and plague.

Madras.  
Bombay.  
Bengal.  
N.-W. P. and Oudh.  
Punjab.

Burma.  
Central Provinces.  
Assam.  
Coorg.  
Hyderabad.

ORDER.—Ordered, that a copy of the above Resolution be forwarded to the Local Governments and Administrations noted in the margin and the Department of Revenue and Agriculture for information.

Ordered also that the Resolution be published in the Supplement to the *Gazette of India*.

(True Extract.)

A. H. L. FRASER,

*Offg. Secretary to the Government of India,*

## EDUCATION—GENERAL TABLE I.

*Abstract Statement of Colleges, Schools, and Scholars in the several Provinces of British India at the end of the official year 1897-98.*

[For Details see General Table III.]

AREA AND POPULATION.			PUBLIC INSTITUTIONS.										PRIVATE INSTITUTIONS.		GRAND TOTAL.	Percentage of
Total in square miles.	Number of Towns and Villages.	Population.	UNIVERSITY EDUCATION.		SCHOOL EDUCATION, GENERAL.		SCHOOL EDUCATION, SPECIAL.		Total of Public Institutions.	Advanced.	Elementary.					
			Arts Colleges.	Professional Colleges.	Secondary Schools.	Primary Schools.	Training Schools.	All other special Schools.								
59,246			INSTITUTIONS—												Institutions to number of towns and villages.	
			For males .	120	40	4,883	94,827	131	257	100,258	4,922	36,161	141,341	24.6		
			For females .	4	...	450	5,680	45	25	6,204	2	1,282	7,488	1.3		
			TOTAL .	124	40	5,333	100,507	176	282	106,462	4,924	37,443	148,829	25.9		
	Towns— 1,565	Males— 118,266,209													Male scholars to male population of school-going age.*	
	Villages— 572,873	Females— 114,223,813														
			SCHOLARS—												Female scholars to female population of school-going age.*	
			Males .	14,742	4,450	509,125	2,788,367	4,260	17,342	3,338,288	64,140	472,381	3,874,809	21.9		
			Females .	100	18	42,016	316,216	1,147	1,321	360,818	854	37,794	399,466	2.3		
		TOTAL .	14,842	4,468	551,141	3,104,583	5,409	18,663	3,699,106	64,994	510,175	4,274,275	12.3	Total scholars to total population of school-going age.*		

\* The population of school-going age is taken at 15 per cent of the whole population.



## EDUCATION—GENERAL

## Abstract Statement of Expenditure (in Rupees) on Public Instruction

[For Details see ...]

TOTAL DIRECT EXPENDITURE ON PUBLIC INSTRUCTION.								
	UNIVERSITY EDUCATION.		SCHOOL EDUCATION, GENERAL.		SCHOOL EDUCATION, SPECIAL.		TOTAL.	Universities.
	Arts Colleges.	Professional Colleges.	Secondary Schools.	Primary Schools.	Training Schools.	All other Special Schools.		
1. Institutions								
For Males	24,33,117	8,97,210	98,49,859	99,07,532	5,68,965	12,29,286	2,48,85,969	6,12,8
For Females	17,383	...	18,18,343	12,75,607	1,67,019	52,068	33,30,420	
TOTAL	24,50,500	8,97,210	1,16,68,202	1,11,83,139	7,35,984	12,81,354	2,82,16,389	6,12,8
2. (a)—Percentages of Provincial expenditure included in columns 2—17 to Total Provincial expenditure on Public Instruction	10.7	6.8	20.8	17.6	5.3	7.1	68.3	
(b)—Percentages of Local Fund expenditure included in columns 2—17 to Total Local Fund expenditure on Public Instruction	1	...	14.2	60.3	2	1.4	78	...
(c)—Percentages of Municipal expenditure included in columns 2—17 to Total Municipal expenditure on Public Instruction	1.6	.2	36.5	48.8	.2	3.4	90.7	...
(d)—Percentages of Total expenditure in columns 2—17 to Total expenditure on Public Instruction	6.9	2.5	32.8	31.5	2.1	3.6	79.4	

TABLE II.

*in the several Provinces of British India for the official year 1897-98.*

General Table IV.]

TOTAL INDIRECT EXPENDITURE ON PUBLIC INSTRUCTION.							TOTAL EXPENDITURE ON PUBLIC INSTRUCTION.	
Direction.	Inspection.	Scholar- ships.	Buildings.	Special grants for furniture and apparatus.	Miscellaneous.	TOTAL.		
3,77,096	21,09,920	8,31,055	19,30,867	2,24,381	12,37,723	73,23,873	3,55,40,262	<div>For Males .</div> <div>For Females .</div> <div>I. Institutions.</div>
3,77,096	21,09,920	8,31,055	19,30,867	2,24,381	12,37,723	73,23,873	3,55,40,262	TOTAL.
4'1	14'3	4'7	5'7	7	2'1	31'7	100	2. (a)—Percentages of Provincial expenditure included in columns 2—17 to Total Provincial expenditure on Public Instruction.
...	11'8	2'7	4'9	5	2'1	22	100	(b)—Percentages of Local Fund expenditure included in columns 2—17 to Total Local Fund expenditure on Public Instruction.
...	1'6	1'7	2'9	7	2'4	9'3	100	(c)—Percentages of Municipal expenditure included in columns 2—17 to Total Municipal expenditure on Public Instruction.
1'1	5'9	2'4	5'4	6	3'5	20'6	100	(d)—Percentages of Total expenditure in columns 2—17 to Total expenditure on Public Instruction.



## EDUCATION—GENERAL

*Abstract Statement of Expenditure (in Rupees, annas, and pies) on Public Instruction in the*

		TOTAL DIRECT EXPENDITURE ON			
		UNIVERSITY EDUCATION.		SCHOOL EDUCATION, GENERAL.	
		Arts Colleges.	Professional Colleges.	Secondary Schools.	Primary Schools.
		R. a. p.	R. a. p.	R. a. p.	R. a. p.
3. Average annual cost of educating each pupil in—					
Government Institutions.	Cost to Provincial Revenues . . . .	180 14 7	197 7 2	15 4 2	5 6 7
	Cost to Local and Municipal Funds . . . .	0 6 5	1 10 2	2 14 8	0 10 4
Total Cost . . . . .		265 13 3	267 5 8	37 1 1	7 7 7
Local Fund Schools	Cost to Provincial Revenues . . . .	...	...	0 7 1	1 0 1
	Cost to Local Funds . . . . .	...	...	4 5 0	3 6 1
Total Cost . . . . .		...	...	8 7 6	4 13 10
Municipal Schools	Cost to Provincial Revenues . . . .	23 10 1	...	1 10 4	1 9 5
	Cost to Municipal Funds . . . . .	16 12 2	...	7 5 0	3 13 1
Total Cost . . . . .		115 5 5	59 1 8	19 9 7	6 12 3
Institutions in Native States.	Cost to Native State Revenues . . . .	194 3 11	...	17 11 10	4 1 11
	Cost to Local and Municipal Funds . . . .	...	...	0 14 10	0 6 1
Total Cost . . . . .		239 13 2	...	30 0 0	5 4 0
Aided Institutions	Cost to Provincial Revenues . . . .	40 8 0	...	4 2 8	0 6 4
	Cost to Local and Municipal Funds . . . .	4 2 11	...	1 14 7	0 12 9
Total Cost . . . . .		164 10 6	73 0 8	24 0 9	3 5 1
Unaided Institutions . . . . . Total Cost . . . . .		61 4 4	31 8 6	18 10 7	1 13 8
All Institutions	Cost to Provincial Revenues . . . .	65 7 8	143 10 8	3 10 1	0 8 10
	Cost to Local and Municipal Funds . . . .	2 0 3	1 3 0	2 8 2	1 6 3
Total Cost . . . . .		161 0 7	204 5 3	21 13 10	3 12 2

TABLE II—continued.

several Provinces of British India for the official year 1897-98—continued.

## PUBLIC INSTRUCTION.

SCHOOL EDUCATION, SPECIAL.		TOTAL.	
Training Schools.	All other Special Schools.		
R a. p.	R a. p.	R a. p.	
118 13 1	65 12 7	35 12 10	3. Average annual cost of educating each pupil in— Cost to Provincial Revenues . . . } Government Institutions. Cost to Local and Municipal Funds . . . }
22 12 10	6 11 9	3 5 9	
143 9 7	91 5 8	57 11 11	Total Cost.
22 15 0	17 6 9	0 15 7	Cost to Provincial Revenues . . . } Local Fund Schools. Cost to Local Funds . . . }
108 10 10	33 10 3	3 8 9	
134 12 2	85 4 2	5 5 11	Total Cost.
54 11 10	10 2 7	1 10 10	Cost to Provincial Revenues . . . } Municipal Schools. Cost to Municipal Funds . . . }
32 4 2	17 13 11	4 12 2	
108 11 10	34 0 6	10 3 1	Total Cost.
299 3 4	47 10 9	5 9 3	Cost to Native State Revenues . . . } Institutions in Native States. Cost to Local and Municipal Funds . . . }
...	...	0 6 8	
305 8 5	72 12 10	7 9 10	Total Cost.
42 5 7	16 2 6	1 2 1	Cost to Provincial Revenues . . . } Aided Institutions. Cost to Local and Municipal Funds . . . }
0 12 3	5 5 1	0 15 7	
105 9 11	65 12 7	7 0 2	Total Cost.
63 5 11	29 8 3	5 10 9	Total Cost . . . . . Unaided Institutions.
91 10 4	36 5 6	1 12 8	Cost to Provincial Revenues . . . } All Institutions. Cost to Local and Municipal Funds . . . }
21 5 4	7 4 5	1 9 11	
135 12 9	70 15 8	7 15 1	Total Cost.



## EDUCATION—GENERAL

## Colleges, Schools, and Scholars in the several Provinces

CLASS OF INSTITUTIONS.	PUBLIC							
	UNDER PUBLIC							
	Managed by Government.				Managed by Local Fund and Municipal Boards.			
	Number of institutions.	Number of scholars on the rolls on 31st March.	Average number on the rolls monthly during the year.	Average daily attendance.	Number of institutions.	Number of scholars on the rolls on 31st March.	Average number on the rolls monthly during the year.	Average daily attendance.
<b>UNIVERSITY EDUCATION.</b>								
<i>Arts Colleges.</i>								
English . . . . .	23	3,467	3,749	3,296	5	209	214	187
Oriental . . . . .	2	385	370	343	...	...	...	...
<i>Colleges or Departments of Colleges for Professional Training.</i>								
Law . . . . .	14	1,346	1,290	983	1	17	19	14
Medicine . . . . .	4	1,085	1,078	995	...	...	...	...
Engineering . . . . .	4	695	725	656	...	...	...	...
Teaching . . . . .	2	68	58	55	...	...	...	...
Agriculture . . . . .	1	49	44	42	...	...	...	...
Total . . . . .	50	7,095	7,314	6,370	6	226	233	201
<b>SCHOOL EDUCATION—GENERAL.</b>								
<i>Secondary Schools.</i>								
For Boys—								
High Schools . . . . .	130	30,871	30,583	25,323	60	15,718	15,103	13,105
Middle Schools {	English . . . . .	66	8,548	8,365	304	29,485	29,058	24,558
	Vernacular . . . . .	61	4,622	4,278	703	75,624	74,566	59,130
For Girls—								
High Schools . . . . .	6	722	773	643	...	...	...	...
Middle Schools {	English . . . . .	3	155	161	1	48	42	30
	Vernacular . . . . .	44	4,282	4,142	10	755	748	608
Total . . . . .	310	45,198	48,302	39,739	1,078	121,630	119,517	97,431
<i>Primary Schools.</i>								
For Boys . . . . .	365	16,255	15,822	11,581	16,078	776,390	777,169	596,125
For Girls . . . . .	119	6,730	6,680	5,039	944	35,108	36,916	24,312
Total . . . . .	485	22,985	22,502	16,620	17,022	811,498	814,085	620,637
<b>SCHOOL EDUCATION—SPECIAL.</b>								
<i>Schools for Special Instruction.</i>								
Training Schools for Masters . . . . .	89	3,350	3,365	2,978	18	259	251	235
Ditto for Mistresses . . . . .	11	294	295	252	3	42	40	35
Schools of Art . . . . .	5	1,215	1,203	890	...	...	...	...
Law Schools . . . . .	1	17	21	18	...	...	...	...
Medical Schools . . . . .	11	1,666	1,663	1,557	1	47	42	41
Engineering and Surveying Schools . . . . .	27	1,166	1,139	984	...	...	...	...
Industrial Schools . . . . .	6	530	521	415	16	1,098	1,228	979
Other Schools . . . . .	70	4,131	4,051	2,822	8	476	470	372
Total . . . . .	220	12,369	12,263	9,916	46	1,922	2,031	1,662
<b>TOTAL OF COLLEGES AND SCHOOLS OF PUBLIC INSTRUCTION . . . . .</b>	<b>1,065</b>	<b>91,647</b>	<b>90,381</b>	<b>72,645</b>	<b>18,152</b>	<b>935,276</b>	<b>935,866</b>	<b>719,931</b>

TABLE III.

British India for the official year 1897-98.

MANAGEMENT.				UNDER PRIVATE MANAGEMENT.				CLASS OF INSTITUTIONS.
Maintained by Native States.				Aided by Government or by Local Fund or Municipal Boards.				
Number of institutions.	Number of scholars on the rolls on 31st March.	Average number on the rolls monthly during the year.	Average daily attendance.	Number of institutions.	Number of scholars on the rolls on 31st March.	Average number on the rolls monthly during the year.	Average daily attendance.	
								UNIVERSITY EDUCATION. <i>Arts Colleges.</i>
2	208	200	186	52	6,136	5,967	5,217	English.
...	...	...	...	3	112	110	88	Oriental.
...	...	...	...	2	105	115	90	Colleges or Departments of Colleges for Professional Training.
...	...	...	...	...	...	...	...	Law.
...	...	...	...	...	...	...	...	Medicine.
...	...	...	...	...	...	...	...	Engineering.
...	...	...	...	...	...	...	...	Teaching.
...	...	...	...	...	...	...	...	Agriculture.
2	208	200	186	57	6,353	6,192	5,395	Total.
								SCHOOL EDUCATION—GENERAL. <i>Secondary Schools.</i>
								For Boys—
21	4,618	4,715	4,074	(a) 418	88,826	87,084	71,983	High Schools.
102	6,090	5,831	4,773	1,097	88,898	84,642	68,182	English } Middle Schools.
28	2,236	2,202	1,499	1,093	63,779	60,787	50,882	Vernacular }
...	...	...	...	78	8,138	7,822	6,635	For Girls—
1	24	22	16	139	10,889	10,373	8,860	High Schools.
...	...	...	...	151	12,376	11,936	9,618	English } Middle Schools.
...	...	...	...	...	...	...	...	Vernacular }
152	12,968	12,770	10,362	2,976	272,906	262,644	216,160	Total.
								Primary Schools.
3,289	148,768	145,889	111,318	53,353	1,554,513	1,466,874	1,198,120	For Boys.
289	15,230	14,549	8,757	3,702	110,420	105,637	81,061	For Girls.
3,528	163,998	160,438	120,075	57,055	1,664,933	1,572,511	1,279,181	Total.
								SCHOOL EDUCATION—SPECIAL. <i>Schools for Special Instruction.</i>
2	71	72	67	18	567	595	528	Training Schools for Masters.
2	31	29	26	28	704	688	638	Ditto for Mistresses.
...	...	...	...	...	...	...	...	Schools of Art.
...	...	...	...	...	...	...	...	Law Schools.
...	...	...	...	2	127	90	90	Medical Schools.
1	4	4	3	1	24	21	19	Engineering and Surveying Schools.
4	248	253	146	27	963	856	767	Industrial Schools.
1	27	15	22	49	3,245	3,084	2,399	Other Schools.
10	381	373	264	125	5,630	5,334	4,441	Total.
3,692	177,555	173,781	130,887	60,213	1,949,822	1,846,681	1,505,177	TOTAL OF COLLEGES AND SCHOOLS OF PUBLIC INSTRUCTION.

(a) Includes one vernacular high school in the Punjab with 62 pupils.



## EDUCATION-GENERAL

*Colleges, Schools, and Scholars in the several Provinces.*

CLASS OF INSTITUTIONS.	PUBLIC INSTITUTIONS—contd.				Grand Total of public institutions.	Grand Total of scholars on the rolls on 31st March.	NUMBER OF SCHOLARS ON 31ST MARCH	
	UNDER PRIVATE MANAGEMENT—contd.						English.	A classical language.
	Unaided.							
	Number of institutions.	Number of scholars on the rolls on 31st March.	Average number on the rolls monthly during the year.	Average daily attendance.				
<b>UNIVERSITY EDUCATION.</b>								
<i>Arts Colleges.</i>								
English . . . . .	37	4,325	4,607	3,927	119	14,345	14,195	981
Oriental . . . . .	...	...	...	...	5	497	85	49
<i>Colleges or Departments of Colleges for Professional Training.</i>								
Law . . . . .	12	1,103	1,062	716	29	2,571	2,571	...
Medicine . . . . .	...	...	...	...	4	1,085	1,085	...
Engineering . . . . .	...	...	...	...	4	695	463	...
Teaching . . . . .	...	...	...	...	2	68	68	...
Agriculture . . . . .	...	...	...	...	1	49	49	...
Total . . . . .	49	5,428	5,669	4,643	164	19,310	18,516	10,300
<b>SCHOOL EDUCATION—GENERAL.</b>								
<i>Secondary Schools.</i>								
For Boys—								
High Schools . . . . .	(a) 248	55,827	54,352	43,193	877	195,860	186,463	91,700
Middle Schools { English . . . . .	395	27,974	26,275	20,843	1,964	160,995	123,697	18,600
{ Vernacular . . . . .	157	9,348	8,634	6,831	2,042	155,609	16,552	13,000
For Girls—								
High Schools . . . . .	5	363	350	306	89	9,223	8,962	2,300
Middle Schools { English . . . . .	7	434	414	343	151	11,548	10,395	8,000
{ Vernacular . . . . .	5	493	462	371	210	17,906	3,192	3,000
Total . . . . .	817	94,439	90,487	71,887	5,333	551,141	349,231	127,600
<i>Primary Schools.</i>								
For Boys . . . . .	21,741	428,657	393,510	336,147	94,827	2,924,583	71,211	140,700
For Girls . . . . .	676	12,512	11,594	9,376	5,680	180,000	4,889	6,700
Total . . . . .	22,417	441,169	405,104	345,523	100,507	3,104,583	76,100	147,400
<b>SCHOOL EDUCATION—SPECIAL.</b>								
<i>Schools for Special Instruction.</i>								
Training Schools for Masters . . . . .	4	70	66	51	131	4,317	461	1,000
Ditto for Mistresses . . . . .	1	21	18	16	45	1,092	364	...
Schools of Art . . . . .	2	168	66	64	7	1,323	377	...
Law Schools . . . . .	5	497	365	325	6	514	493	...
Medical Schools . . . . .	5	749	729	386	19	2,589	830	...
Engineering and Surveying Schools . . . . .	...	...	...	...	29	1,194	493	...
Industrial Schools . . . . .	10	367	356	262	63	3,206	405	...
Other Schools . . . . .	30	1,958	1,872	1,493	158	9,837	2,924	3,000
Total . . . . .	57	3,770	3,472	2,597	458	24,072	6,356	5,000
TOTAL OF COLLEGES AND SCHOOLS OF PUBLIC INSTRUCTION . . . . .	23,340	544,806	504,732	424,650	106,462	3,699,106	450,203	290,000
<b>PRIVATE INSTITUTIONS.</b>								
<b>I. ADVANCED TEACHING—</b>								
(a) Arabic or Persian . . . . .					2,544	35,525	20	35,000
(b) Sanskrit . . . . .					2,321	27,486	...	27,000
(c) Any other Oriental Classic . . . . .					59	1,983	...	1,000
<b>2. ELEMENTARY TEACHING—</b>								
A VERNACULAR ONLY OR MAINLY. { For Boys . . . . .	(b)	25,691	332,690	2,672				2,000
{ For Girls . . . . .		223	4,573	2				1,000
<b>3. ELEMENTARY TEACHING—</b>								
THE KORAN ONLY. { For Boys . . . . .	(b)	10,223	153,552	...				14,000
{ For Girls . . . . .		1,018	13,720	...				1,000
<b>4. OTHER SCHOOLS NOT CON- FORMING TO DEPART- MENTAL STANDARDS. { For Boys . . . . .</b>								
{ For Girls . . . . .	(b)	247	4,249	1,488				1,000
		41	1,391	214				...
Total . . . . .					42,367	575,169	4,396	294,000
GRAND TOTAL . . . . .					148,829	4,274,275	454,599	584,000

TABLE III—continued.

of British India for the official year 1897-98.

ON THE LEARNING.	CLASSIFICATION OF SCHOLARS ON THE 31ST MARCH ACCORDING TO RACE OR CREED.					Number of girls in boys' schools.	Number of boys in girls' schools.	CLASS OF INSTITUTIONS.
	A vernacular language.	Europeans and Eurasians.	Native Christians.	Hindus.	Muhammad- ans.	Others.		
								UNIVERSITY EDUCATION. Arts Colleges.
	2,351	174	464	12,191	1,033	483	49	English.
	22	...	...	429	68	...	...	Oriental.
	...	16	53	2,278	117	107	...	Colleges or Departments of Colleges for Professional Training.
	...	107	76	744	54	104	18	Law.
	...	109	14	509	41	22	...	Medicine.
	...	1	9	58	...	...	...	Engineering.
	...	...	1	46	2	...	...	Teaching.
	...	...	...	...	...	...	...	Agriculture.
	2,373	407	617	16,255	1,315	716	67	Total.
								SCHOOL EDUCATION—GENERAL. Secondary Schools.
	131,601	7,179	7,949	148,312	25,029	7,391	556	For Boys—
	147,848	5,122	7,821	120,299	22,508	5,245	2,395	High Schools.
	154,767	6	3,389	112,419	29,017	10,778	3,963	English } Middle Schools.
								Vernacular } Middle Schools.
	3,247	6,379	1,471	385	12	976	...	For Girls—
	4,961	5,932	4,849	352	37	378	1,077	High Schools.
	17,983	30	4,868	11,631	724	653	1,780	English } Middle Schools.
							718	Vernacular } Middle Schools.
	460,407	24,648	30,347	393,398	77,327	25,421	6,914	Total.
								Primary Schools.
	1014,002	1,339	65,026	2,110,971	582,091	165,156	144,368	For Boys.
	177,440	2,209	13,055	128,378	25,180	11,178	...	For Girls.
	1,991,442	3,548	78,081	2,239,349	607,271	176,334	144,368	Total.
								SCHOOL EDUCATION—SPECIAL. Schools for Special Instruction.
	4,331	4	742	2,990	472	199	66	Training Schools for Masters.
	1,015	74	779	182	41	10	...	Ditto for Mistresses.
	503	51	87	967	161	57	31	Schools of Art.
	21	4	...	424	76	10	...	Law Schools.
	1,690	106	179	1,856	416	32	73	Medical Schools.
	701	39	40	593	101	421	...	Engineering and Surveying Schools.
	2,102	29	509	1,754	818	96	7	Industrial Schools.
	4,736	688	642	4,005	4,190	312	59	Other Schools.
	15,099	995	2,978	12,681	6,275	1,143	236	Total.
	1,993,321	29,598	112,023	2,661,683	692,188	203,614	151,585	TOTAL OF COLLEGES AND SCHOOLS OF PUBLIC INSTRUCTION.
								PRIVATE INSTITUTIONS.
	948	...	...	5,763	29,724	38	702	1. ADVANCED TEACHING—
	244	...	...	27,456	3	27	52	(a) Arabic or Persian.
	...	...	...	1,377	468	138	20	(b) Sanskrit.
	5,267	1	4,807	184,257	32,122	111,683	8,042	(c) Any other Oriental Classic.
	4,519	1	407	2,305	1,056	837	...	2. ELEMENTARY TEACH- (For Boys.
	2,101	...	...	950	152,456	57	12,050	ING—A VERNACULAR (For Girls.
	1,710	...	...	56	13,664	...	...	ONLY OR MAINLY.
	5,580	105	309	1,756	579	1,376	111	3. ELEMENTARY TEACHING (For Boys.
	...	...	...	...	...	...	...	—THE KORAN ONLY. (For Girls.
	4,195	150	112	676	306	147	...	4. OTHER SCHOOLS NOT (For Boys.
	...	...	...	...	...	...	...	CONFORMING TO DE- (For Girls.
	...	...	...	...	...	...	...	PARTMENTAL STANDARDS.
	1,573	257	5,635	224,596	230,378	114,303	20,977	Total.
	7,894	29,855	117,658	2,886,279	922,566	317,917	172,562	GRAND TOTAL.



## EDUCATION—GENERAL

Expenditure (in Rupees) on Public Instruction in the several

OBJECTS OF EXPENDITURE.	PUBLIC									
	UNDER PUBLIC									
	Managed by Government.							Managed by Local		
	Pro- vincial Revenues	Local Funds.	Municipal Funds.	Fees.	Subscrip- tions.	Endow- ments and other sources.	TOTAL.	Pro- vincial Revenues	Local Funds.	Municipal Funds.
<b>UNIVERSITY EDUCATION.</b>										
<i>Arts Colleges.</i>										
English . . . . .	7,30,513	1,506	150	3,14,889	...	32,756	10,79,916	5,057	...	3,587
Oriental . . . . .	14,567	...	...	...	...	472	15,039	...	...	...
<i>Colleges or Departments of College for Professional Training.</i>										
Law . . . . .	9,676	...	...	91,835	...	2,613	84,774	...	...	...
Medicine . . . . .	2,81,059	2,624	2,591	78,434	...	3,011	3,67,719	...	...	...
Engineering . . . . .	3,02,715	...	...	32,677	27	3,103	3,38,522	...	...	...
Teaching . . . . .	26,932	...	10	400	...	247	27,589	...	...	...
Agriculture . . . . .	29,818	...	...	558	...	5,223	35,599	...	...	...
<b>TOTAL</b>	13,76,030	4,130	2,751	5,18,793	27	47,427	19,49,158	5,057	...	3,587
<b>SCHOOL EDUCATION, GENERAL.</b>										
<i>Secondary Schools.</i>										
For Boys { High Schools . . . . .	4,65,199	97,637	18,398	6,75,958	4,859	36,807	12,98,858	33,599	12,602	1,24,600
{ Middle Schools { English . . . . .	1,37,505	13,350	9,975	76,209	4,626	72,915	3,14,580	61,659	49,662	1,55,580
	31,576	...	1,459	12,593	1,088	96	46,812	7,987	3,08,398	33,400
For Girls { High Schools . . . . .	43,605	...	...	9,444	1,824	11,468	66,341	...	...	...
{ Middle Schools { English . . . . .	18,225	...	...	329	...	2,672	21,226	...	...	...
	41,007	...	...	1,261	16	284	42,568	1,127	1,032	10,300
<b>TOTAL</b>	7,37,117	1,10,987	29,832	7,75,794	12,413	1,24,242	17,90,385	1,04,372	3,71,694	3,23,900
<i>Primary Schools.</i>										
For Boys . . . . .	71,714	6,196	8,317	18,830	375	11,624	1,17,056	8,42,940	22,75,739	3,08,800
For Girls . . . . .	50,070	30	69	769	22	168	51,128	50,329	95,415	1,03,100
<b>TOTAL</b>	1,21,784	6,226	8,386	19,599	397	11,792	1,68,184	8,93,269	23,71,154	5,02,900
<b>SCHOOL EDUCATION, SPECIAL.</b>										
<i>Schools for Special Instruction.</i>										
Training Schools for Masters . . . . .	3,87,248	79,011	1,300	786	20	4,403	4,72,858	4,551	23,477	...
Ditto Mistresses . . . . .	47,631	2,584	561	140	...	1,808	52,724	2,855	6,148	...
Schools of Art . . . . .	1,10,624	6	132	10,222	14	11,193	1,32,191	...	...	...
Law Schools . . . . .	2,391	...	...	1,209	...	...	3,600	...	...	...
Medical Schools . . . . .	2,22,983	26,915	16,368	27,594	1,273	1,265	2,96,398	...	...	...
Engineering and Surveying Schools . . . . .	80,448	...	...	17,641	...	2,340	1,00,429	...	...	...
Industrial Schools . . . . .	18,101	...	...	778	...	11,809	30,688	21,796	28,614	...
Other Schools . . . . .	1,31,397	10,820	3,700	20,713	3	56,002	2,22,635	2,071	6,983	...
<b>TOTAL</b>	10,00,823	1,19,336	22,061	79,083	1,310	88,910	13,11,523	32,173	65,222	17,000
Buildings . . . . .	4,26,859	16,120	67	...	26	55,146	4,98,218	9,473	2,53,570	37,000
Furniture and Apparatus (Special grants only). . . . .	33,950	398	35	1,314	5	3,612	39,314	1,920	23,426	6,000
<b>TOTAL</b>	4,60,809	16,518	102	1,314	31	58,758	5,37,532	11,393	2,76,996	43,000
<b>TOTAL EXPENDITURE ON PUBLIC INSTRUCTION.</b>	36,96,563	2,57,197	63,132	13,94,583	14,178	3,31,129	57,56,782	10,46,264	30,85,066	8,09,000

TABLE IV.

Provinces of British India for the official year 1897-98.

INSTITUTIONS.											OBJECTS OF EXPENDITURE.
MANAGEMENT.											
Fund and Municipal Boards.				Maintained by Native States.							
Fees.	Subscriptions.	Endowments and other sources.	TOTAL.	Native State Revenues.	Local Funds in Native States.	Municipal Funds raised in Native States.	Fees.	Subscriptions.	Endowments and other sources.	TOTAL.	
13,640	500	1,898	24,682	38,849	...	...	8,918	...	198	47,965	UNIVERSITY EDUCATION.
...	...	...	...	...	...	...	...	...	...	...	Arts Colleges.
...	...	...	...	...	...	...	...	...	...	...	English.
...	...	...	...	...	...	...	...	...	...	...	Oriental.
...	...	...	...	...	...	...	...	...	...	...	Colleges or Departments of Colleges for Professional Training.
1,123	...	...	1,123	...	...	...	...	...	...	...	Law.
...	...	...	...	...	...	...	...	...	...	...	Medicine.
...	...	...	...	...	...	...	...	...	...	...	Engineering.
...	...	...	...	...	...	...	...	...	...	...	Teaching.
...	...	...	...	...	...	...	...	...	...	...	Agriculture.
14,763	500	1,898	25,805	38,849	...	...	8,918	...	198	47,965	TOTAL.
2,76,358	2,494	2,170	4,51,832	1,34,648	...	...	97,833	414	3,068	2,35,963	SCHOOL EDUCATION—GENERAL.
2,72,806	5,548	4,004	5,49,235	78,124	5,601	2,096	36,416	2,025	3,962	1,28,224	Secondary Schools.
1,21,286	4,987	643	4,76,546	9,277	3,364	807	471	266	...	14,185	High Schools. } For Boys.
...	...	...	...	...	...	...	...	...	...	...	English } Middle Schools
...	...	...	...	...	...	...	...	...	...	...	Vernacular } For Boys.
...	...	...	150	4,464	...	...	266	...	...	4,730	High Schools. } For Girls.
35	...	35	12,572	...	...	...	...	...	...	...	English } Middle Schools
...	...	...	...	...	...	...	...	...	...	...	Vernacular } For Girls.
6,70,485	13,029	6,852	14,90,335	2,26,513	8,965	2,903	1,34,986	2,705	7,030	3,83,102	TOTAL.
4,21,322	8,418	4,998	39,52,284	5,76,004	52,224	4,808	99,374	8,471	9,573	7,50,454	Primary Schools.
1,486	532	841	2,51,738	85,000	1,758	1,828	18	1,239	1,591	91,434	For Boys.
4,22,808	8,950	5,839	42,04,022	6,61,004	53,982	6,636	99,392	9,710	11,164	8,41,888	For Girls.
...	...	...	...	...	...	...	...	...	...	...	TOTAL.
10	...	34	28,201	14,163	...	...	78	...	...	14,241	SCHOOL EDUCATION—SPECIAL.
...	...	...	10,416	16,057	...	...	...	202	358	16,617	Schools for Special Instruction.
...	...	...	...	...	...	...	...	...	...	...	Training Schools for Masters.
...	...	...	...	...	...	...	...	...	...	...	Ditta Mistresses.
...	...	...	...	...	...	...	...	...	...	...	Schools of Art.
1,565	...	3,735	6,320	...	...	...	...	...	...	...	Law Schools.
...	...	...	...	113	...	...	...	...	...	113	Medical Schools.
3,775	550	19,444	86,422	12,854	...	...	...	3,728	3,107	19,689	Engineering and Surveying Schools.
187	...	3,901	16,470	...	...	...	...	...	...	...	Industrial Schools.
4,937	550	27,114	1,47,829	43,187	...	...	78	3,930	3,465	50,660	Other Schools.
288	14,295	2,593	3,17,940	3,63,896	3,627	137	38	640	1,344	3,69,682	TOTAL.
429	538	1,520	34,797	7,355	493	114	86	184	6,855	15,087	Buildings.
717	14,833	4,113	3,52,737	3,71,251	4,120	251	124	824	8,199	3,84,769	Furniture and Apparatus (Special grants only).
11,13,716	37,862	45,816	62,20,728	13,40,804	67,067	9,790	2,43,498	17,169	30,056	17,08,384	TOTAL.
											TOTAL EXPENDITURE ON PUBLIC INSTRUCTION.



## EDUCATION—GENERAL

## Expenditure (in Rupees) on Public Instruction in the several Provinces.

OBJECTS OF EXPENDITURE.	PUBLIC						
	UNDER PRIVATE						
	Aided by Government or by Local Fund or Municipal Boards.						
	Provincial Revenues.	Local Funds.	Municipal Funds.	Fees.	Subscriptions.	Endowments and other sources.	TOTAL.
UNIVERSITY EDUCATION.							
Arts Colleges.							
English . . . . .	2,34,357	5,753	19,183	3,25,466	65,489	3,28,265	9,78,513
Oriental . . . . .	11,777	256	224	248	489	9,110	22,104
Colleges or Departments of Colleges for Professional Training.							
Law . . . . .	...	...	...	5,487	...	2,913	8,400
Medicine . . . . .	...	...	...	...	...	...	...
Engineering . . . . .	...	...	...	...	...	...	...
Teaching . . . . .	...	...	...	...	...	...	...
Agriculture . . . . .	...	...	...	...	...	...	...
Total . . . . .	2,46,134	6,009	19,407	3,31,201	65,978	3,40,288	10,09,017
SCHOOL EDUCATION, GENERAL.							
Secondary Schools.							
For Boys—							
High Schools . . . . .	4,80,057	48,260	88,121	14,23,437	1,69,965	5,02,647	27,12,487
Middle Schools { English . . . . .	2,05,470	1,58,493	56,148	5,99,808	2,54,460	2,84,660	15,59,039
Vernacular . . . . .	60,572	98,777	21,267	1,58,102	75,687	43,540	4,57,945
For Girls—							
High Schools . . . . .	1,61,889	2,930	6,633	3,19,028	48,242	2,18,517	7,57,239
Middle Schools { English . . . . .	1,33,523	9,630	5,962	1,68,330	1,01,031	2,27,503	6,46,069
Vernacular . . . . .	53,405	1,556	3,592	12,796	38,344	73,076	1,82,769
Total . . . . .	10,94,916	3,19,646	1,81,723	26,81,501	6,87,729	13,50,033	63,15,548
Primary Schools.							
For Boys . . . . .	4,32,503	9,84,496	1,80,143	18,00,341	2,51,285	7,32,403	43,81,171
For Girls . . . . .	1,03,292	58,466	26,844	56,469	1,92,676	3,08,341	8,36,088
Total . . . . .	6,25,795	10,42,962	2,06,987	18,56,810	4,43,961	10,40,744	52,17,259
SCHOOL EDUCATION, SPECIAL.							
Schools for Special Instruction.							
Training Schools for Masters . . . . .	22,220	881	...	559	13,128	12,114	48,902
Ditto Mistresses . . . . .	32,114	...	100	4,934	29,162	20,295	86,605
Schools of Art . . . . .	...	...	...	...	...	...	...
Law Schools . . . . .	...	...	...	...	...	...	...
Medical Schools . . . . .	...	400	1,200	...	1,701	367	3,668
Engineering and Surveying Schools . . . . .	2,000	997	...	607	...	...	3,604
Industrial Schools . . . . .	42,663	3,892	10,372	4,755	3,437	85,904	1,51,022
Other Schools . . . . .	20,789	2,452	2,229	18,209	12,402	52,120	1,08,203
Total . . . . .	1,19,786	8,622	13,901	29,064	59,830	1,70,800	4,02,003
Buildings . . . . .	95,139	6,927	4,803	96,420	69,616	3,82,707	6,55,612
Furniture and Apparatus (Special grants only) . . . . .	30,846	4,843	2,937	23,763	4,943	48,415	1,15,741
Total . . . . .	1,25,985	11,770	7,740	1,20,183	74,559	4,31,122	7,71,359
University . . . . .	...	...	...	...	...	...	...
Direction . . . . .	...	...	...	...	...	...	...
Inspection . . . . .	...	...	...	...	...	...	...
SCHOLARSHIPS HELD IN—							
Arts Colleges . . . . .	...	...	...	...	...	...	...
Professional Colleges . . . . .	...	...	...	...	...	...	...
Secondary Schools . . . . .	...	...	...	...	...	...	...
Primary Schools . . . . .	...	...	...	...	...	...	...
Special Schools other than Training Schools . . . . .	...	...	...	...	...	...	...
Miscellaneous . . . . .	...	...	...	...	...	...	...
Total . . . . .	...	...	...	...	...	...	...
TOTAL EXPENDITURE ON PUBLIC INSTRUCTION.	22,12,616	13,89,009	4,29,758	50,18,759	13,32,057	33,32,987	1,37,15,186

TABLE IV—continued.

of British India for the official year 1897-98.

INSTITUTIONS—contd.

MANAGEMENT.				TOTAL EXPENDITURE FROM					GRAND TOTAL.	OBJECTS OF EXPENDITURE.
Unaided										
Fees.	Subscriptions.	Endowments and other sources.	TOTAL.	Provincial Revenues.	Local Funds.	Municipal Funds.	Fees.	All other sources.		
1,38,583	5,985	1,37,713	2,82,281	9,70,029	7,250	22,920	8,01,496	6,11,653	24,13,357	UNIVERSITY EDUCATION. Arts Colleges.
...	...	...	...	26,344	256	224	248	10,071	37,143	English.
29,044	1,211	3,229	33,484	—9,676	...	...	1,27,489	9,968	1,27,781	Oriental.
...	...	...	...	2,81,059	2,624	2,591	78,434	3,011	3,67,719	Colleges or Departments of Colleges for Professional Training.
...	...	...	...	3,02,715	...	...	32,677	3,130	3,38,522	Law.
...	...	...	...	26,932	...	10	400	247	27,589	Medicine.
...	...	...	...	29,818	...	...	558	5,223	35,599	Engineering.
67,627	7,196	1,40,942	3,15,765	16,27,221	10,139	25,745	10,41,302	6,43,303	33,47,710	Teaching.
...	...	...	...	...	...	...	...	...	...	Agriculture.
58,655	1,04,993	3,25,714	12,89,362	9,78,855	1,58,499	2,31,528	33,32,241	12,87,379	59,88,502	Total.
33,657	68,142	(a) 64,280	2,66,079	4,04,634	2,21,505	2,22,039	11,18,896	8,50,083	28,17,157	SCHOOL EDUCATION, GENERAL. Secondary Schools.
25,579	15,219	7,914	48,712	1,00,135	4,07,175	55,971	3,18,031	1,62,888	10,44,200	For Boys—
51,307	...	3,121	54,428	2,05,494	2,930	6,633	3,79,779	2,83,172	8,78,008	High Schools.
9,846	5,334	12,318	27,498	1,51,748	9,630	6,112	1,78,771	3,53,412	6,99,673	English } Middle Schools.
24	1,371	1,358	2,753	95,539	2,588	13,935	14,116	1,14,484	2,40,662	Vernacular } Middle Schools.
79,068	1,95,059	4,14,705	16,88,832	19,36,405	8,02,327	5,36,218	53,41,834	30,51,418	1,16,68,202	Total.
89,964	66,781	1,49,822	7,06,567	13,47,157	32,66,431	5,87,327	28,29,831	18,76,786	99,07,532	Primary Schools.
2,510	16,312	(a) 26,597	45,219	2,93,691	1,53,911	1,30,148	61,052	6,36,805	12,75,607	For Boys.
92,274	83,093	1,76,419	7,51,786	16,40,848	34,20,342	7,17,475	28,90,883	25,13,591	1,11,83,139	For Girls.
...	494	4,172	4,666	4,14,019	1,03,369	1,429	1,433	48,618	5,68,868	Total.
...	...	657	657	82,600	8,732	2,074	5,074	68,539	1,67,019	SCHOOL EDUCATION, SPECIAL. Schools for Special Instruction.
1,336	173	3,356	4,865	1,10,624	6	132	11,558	14,736	1,37,056	Training Schools for Masters.
14,415	...	...	14,415	2,391	...	...	15,624	...	18,015	Ditto
16,512	17,636	9,168	43,316	2,22,983	27,315	18,588	45,671	35,145	3,49,702	Mistresses.
...	...	...	...	82,448	997	...	18,248	2,453	1,04,146	Schools of Art.
534	120	8,228	8,882	82,560	32,506	23,215	9,242	1,49,181	2,96,704	Law Schools.
3,505	6,967	18,050	28,522	1,55,157	20,255	8,357	42,614	1,49,445	3,75,828	Medical Schools.
36,302	25,390	43,631	1,05,323	11,52,782	1,93,180	53,795	1,49,494	4,68,117	20,17,338	Engineering and Surveying Schools.
26,297	22,564	(a) 40,054	89,415	5,31,871	2,76,617	42,805	1,23,543	9,66,031	19,30,867	Industrial Schools.
5,747	13,373	(a) 9,966	19,086	(b) 67,266	28,697	9,936	31,339	87,143	2,24,181	Other Schools.
39,544	25,937	50,020	1,08,501	5,99,137	3,05,314	52,741	1,54,882	10,43,174	21,55,248	Total.
...	...	...	...	12,007	415	395	5,31,883	68,131	6,12,831	Buildings.
...	...	...	...	3,76,405	...	...	691	...	3,77,096	Furniture and Apparatus (Special grants only).
...	...	...	...	13,31,714	6,70,573	23,635	11,030	72,068	21,09,920	Total.
...	...	...	...	1,53,931	1,351	3,135	6,442	77,516	2,42,375	University.
...	...	...	...	35,710	3,264	1,285	...	14,106	54,365	Direction.
...	...	...	...	1,58,746	1,04,895	14,698	3,409	67,900	3,49,648	Inspection.
...	...	...	...	17,042	19,896	1,457	178	22,065	60,638	SCHOLARSHIPS HELD IN—
...	...	...	...	72,902	22,291	3,565	...	25,271	1,24,029	Arts Colleges.
...	...	...	...	1,89,795	1,17,217	35,575	4,49,247	4,45,889	12,37,723	Professional Colleges.
...	...	...	...	23,48,252	9,30,902	83,745	10,03,780	7,02,946	51,68,625	Secondary Schools.
...	...	...	...	93,04,645	56,71,204	14,69,719	1,05,82,145	85,12,549	3,55,40,262	Primary Schools.
...	3,36,675	8,25,717	29,70,207	93,04,645	56,71,204	14,69,719	1,05,82,145	85,12,549	3,55,40,262	Special Schools other than Training Schools.
...	...	...	...	...	...	...	...	...	...	Miscellaneous.
...	...	...	...	...	...	...	...	...	...	Total.
...	...	...	...	...	...	...	...	...	...	TOTAL EXPENDITURE ON PUBLIC INSTRUCTION.



## EDUCATION—GENERAL

## Stages of Instruction of Pupils in Public Schools for General

CLASS OF SCHOOLS.	Number of schools.	Number of Pupils on the rolls on 31st March.	HIGH STAGE.			MIDDLE STAGE.		
			COMPRISING ALL PUPILS WHO HAVE PASSED BEYOND THE LOWER SECONDARY (MIDDLE) STAGE BUT HAVE NOT PASSED THE MATRICULATION EXAMINATION.			COMPRISING ALL PUPILS WHO HAVE PASSED BEYOND THE UPPER PRIMARY STAGE BUT HAVE NOT PASSED BEYOND THE LOWER SECONDARY (MIDDLE) STAGE.		
			Boys.	Girls.	Total.	Boys.	Girls.	Total.
SECONDARY SCHOOLS.								
FOR BOYS.								
Government	106	39,419	11,791	1	11,792	15,633	...	15,633
Government	61	4,622	3	...	3	790	1	790
Local Fund	125	13,735	1,236	...	1,236	6,236	19	6,255
Local Fund	633	64,707	...	...	...	12,387	21	12,408
Municipal	239	31,468	3,400	...	3,400	14,002	4	14,006
Municipal	70	10,917	...	...	...	2,482	...	2,482
Native States	123	10,708	3,473	...	3,473	6,217	...	6,217
Native States	28	2,236	...	...	...	328	1	328
Aided	1,514	1,77,662	25,985	105	26,090	55,099	500	55,599
Aided	1,094	63,841	76	...	76	9,821	152	9,973
Unaided	641	83,035	17,982	5	17,985	23,531	9	23,540
Unaided	159	93,514	6	...	6	1,910	3	1,913
Total	4,883	512,464	63,952	109	64,061	148,436	710	149,146
FOR GIRLS.								
Government	9	875	...	77	77	...	203	203
Government	44	4,282	...	...	...	...	296	296
Local Fund	...	...	...	...	...	...	...	...
Local Fund	2	62	...	...	...	...	6	6
Municipal	1	48	...	...	...	...	48	48
Municipal	8	693	...	...	...	...	126	126
Native States	1	24	...	10	10	...	14	14
Native States	...	...	...	...	...	...	...	...
Aided	217	19,027	27	1,146	1,173	215	4,251	4,466
Aided	151	12,376	...	6	6	51	1,499	1,550
Unaided	12	797	2	45	47	21	155	176
Unaided	5	493	...	...	...	...	40	40
Total	450	38,677	29	1,284	1,313	287	6,637	6,924
TOTAL SECONDARY SCHOOLS	5,333	551,141	63,981	1,393	65,374	148,723	7,347	156,070
PRIMARY SCHOOLS.								
FOR BOYS.								
Government	366	16,255	...	...	...	25	...	...
Local Fund	14,902	676,516	...	...	...	2,251	...	...
Municipal	1,176	99,874	...	...	...	76	...	...
Native State	3,280	148,768	...	...	...	...	...	...
Aided	53,353	1,554,513	...	...	...	647	1	...
Unaided	21,741	428,637	...	...	...	39	1	...
Total	94,827	2,924,583	...	...	...	3,038	5	3,043
FOR GIRLS.								
Government	110	6,730	...	...	...	...	...	...
Local Fund	601	17,720	...	...	...	...	...	...
Municipal	343	17,383	...	...	...	...	3	...
Native States	239	15,230	...	...	...	...	2	...
Aided	3,702	110,420	...	2	2	...	...	...
Unaided	676	12,512	...	...	...	...	25	...
Total	5,680	180,000	...	2	2	...	31	...
TOTAL PRIMARY SCHOOLS	100,507	3,104,583	...	2	2	30,393	36	30,429
GRAND TOTAL	105,840	3,655,724	63,981	1,395	65,376	151,762	7,383	159,159

TABLE V.

*Education in the several Provinces of British India for the official year 1897-98.*

UPPER PRIMARY STAGE.			LOWER PRIMARY STAGE.						TOTAL.			CLASS OF SCHOOLS.			
COMPRISING ALL PUPILS WHO HAVE PASSED BEYOND THE LOWER PRIMARY STAGE, BUT HAVE NOT PASSED BEYOND THE UPPER PRIMARY STAGE.			COMPRISING ALL PUPILS WHO HAVE NOT PASSED BEYOND THE LOWER PRIMARY STAGE.												
			Reading printed Books.			Not reading printed Books.									
Boys.	Girls.	Total.	Boys.	Girls.	Total.	Boys.	Girls.	Total.	Boys.	Girls.	Total.				
SECONDARY SCHOOLS.															
FOR BOYS.															
6,822	2	6,824	4,610	7	4,617	553	...	553	39,409	10	39,419	Government { English. { Vernacular.			
950	2	951	2,022	24	2,046	863	18	821	4,577	4	4,522				
2,600	12	2,681	3,220	90	3,310	209	44	253	13,570	165	13,735	Local Fund { English. { Vernacular.			
13,030	42	13,072	33,092	292	33,384	5,599	244	5,843	64,108	599	64,707				
6,556	2	6,558	7,204	14	7,218	286	...	286	31,448	20	31,468	Municipal { English. { Vernacular.			
1,962	...	1,962	5,387	5	5,392	1,076	5	1,081	10,907	10	10,917				
265	1	266	565	13	578	160	14	174	10,680	28	10,708	Native States { English. { Vernacular.			
437	2	439	1,023	4	1,027	426	15	441	2,214	22	2,236				
37,005	543	37,548	53,952	1,234	55,186	3,026	213	3,239	175,067	2,595	177,662	Aided { English. { Vernacular.			
14,375	387	14,762	31,915	2,467	34,382	4,443	205	4,648	60,630	3,211	63,841				
17,786	25	17,811	23,072	72	23,144	1,131	24	1,155	83,502	133	83,635	Unaided { English. { Vernacular.			
2,137	0	2,143	4,644	37	4,681	741	30	771	9,438	76	9,514				
104,003	1,024	105,027	170,706	4,259	174,965	18,453	812	19,265	505,550	6,914	512,464	Total.			
FOR GIRLS.															
...	170	170	...	381	390	...	16	19	...	25	875	Government { English. { Vernacular.			
...	274	274	...	3,225	3,225	...	...	487	...	4,282	4,282				
...	...	...	...	...	...	...	...	...	...	...	...	Local Fund { English. { Vernacular.			
...	8	8	...	48	48	...	...	...	...	62	62				
...	...	...	...	...	...	...	...	...	...	48	48	Municipal { English. { Vernacular.			
...	198	198	...	335	335	...	34	34	...	693	693				
...	...	...	...	...	...	...	...	...	...	24	24	Native States { English. { Vernacular.			
...	...	...	...	...	...	...	...	...	...	...	...				
374	3,370	3,744	1,473	6,358	7,831	558	1,256	1,814	2,647	16,380	19,027	Aided { English. { Vernacular.			
126	1,369	1,495	39	7,078	8,077	90	1,158	1,248	666	11,710	12,376				
29	155	184	88	207	295	45	5	95	185	612	797	Unaided { English. { Vernacular.			
2	69	71	47	284	331	3	48	51	52	441	493				
531	5,613	6,144	2,016	18,516	20,532	712	3,052	3,764	3,575	35,102	38,677	Total.			
104,534	6,637	111,171	172,722	22,775	195,497	19,165	3,864	23,029	509,125	42,016	551,141	TOTAL SECONDARY SCHOOLS.			
PRIMARY SCHOOLS.															
FOR BOYS.															
3,352	70	3,422	9,174	513	9,687	2,754	367	3,121	15,305	950	16,255	Government.			
138,228	1,654	139,882	387,419	19,658	407,077	112,183	15,120	127,303	640,081	36,435	676,516	Local Fund.			
28,433	118	28,551	48,942	1,461	50,403	20,115	729	20,844	97,566	2,308	99,874	Municipal.			
45,390	147	45,537	63,405	1,240	64,645	37,037	1,549	38,586	145,832	2,936	148,768	Native States.			
74,752	2,674	77,426	1,102,577	62,354	1,164,931	292,672	18,836	311,508	1,470,048	83,805	1,553,853	Aided.			
4,091	49	4,140	297,27	11,708	308,983	109,378	6,116	115,494	410,783	17,874	428,657	Unaided.			
294,246	4,712	298,958	1,908,792	96,434	2,005,226	574,139	42,717	616,856	2,780,215	144,368	2,924,583	Total.			
FOR GIRLS.															
1	385	386	80	4,624	4,710	...	1,634	1,634	87	6,643	6,730	Government.			
...	1,747	1,747	141	10,581	10,722	28	5,220	5,248	169	17,551	17,720	Local Fund.			
3	2,058	2,061	11	9,572	9,583	9	5,732	5,741	23	17,305	17,328	Municipal.			
...	2,601	2,601	24	6,127	6,151	4	6,474	6,478	28	15,202	15,230	Native States.			
583	6,657	7,240	5,277	70,173	75,450	1,265	20,137	21,402	7,126	103,294	110,420	Aided.			
10	180	202	602	8,416	9,018	101	3,191	3,292	719	11,793	12,512	Unaided.			
603	13,634	14,237	6,141	109,493	115,634	1,407	48,685	50,095	8,152	171,848	180,000	Total.			
294,840	18,340	313,180	1,914,933	206,427	2,121,360	575,546	91,405	666,951	2,788,367	316,216	3,104,583	TOTAL PRIMARY SCHOOLS.			
399,383	24,983	424,366	2,687,655	229,202	2,916,857	594,711	95,269	689,980	3,297,492	358,232	3,655,724	GRAND TOTAL.			



## EDUCATION—GENERAL

## Results of the Prescribed Examinations in the

NATURE OF EXAMINATION.	NUMBER OF INSTITUTIONS SENDING EXAMINEES.				NUMBER OF EXAMINEES.*				
	Institutions under public management.	Aided Institutions.	Other Institutions.	Total.	Institutions under public management.	Aided Institutions.	Other Institutions.	Private students.	Total.
<b>ARTS COLLEGES—</b>									
Master of Arts . . . . .	9	8	2	19	113	73	5	100	291
Bachelor of Arts . . . . .	20	26	18	64	856	1,159	897	423	3,335
Bachelor of Science . . . . .	4	4	...	8	9	15	...	...	24
First B. A. . . . .	3	7	5	15	317	722	249	274	1,562
First B. Sc. . . . .	2	1	...	3	3	3	...	...	6
First Arts and equivalent Examinations . . . . .	36	57	48	141	1,676	2,332	2,336	807	7,151
<b>ORIENTAL COLLEGES—</b>									
Master of Oriental Learning . . . . .	...	1	...	1	...	2	...	...	2
Bachelor of Oriental Learning . . . . .	...	1	...	1	...	4	...	2	6
Honours in Sanskrit . . . . .	1	2	1	4	104	7	1	3	115
Ditto Arabic . . . . .	...	1	...	1	...	2	...	1	3
Ditto Persian . . . . .	...	1	1	2	...	2	4	3	9
High Proficiency in Sanskrit . . . . .	4	5	27	36	123	25	50	5	203
Ditto ditto Arabic . . . . .	...	1	...	1	...	3	...	...	3
Ditto ditto Persian . . . . .	...	2	1	3	...	6	2	2	10
Proficiency in Sanskrit . . . . .	3	6	38	47	39	20	94	10	163
Ditto Arabic . . . . .	1	3	...	4	3	6	...	3	12
Ditto Persian . . . . .	...	2	...	2	...	2	...	3	5
<b>COLLEGES FOR PROFESSIONAL TRAINING—</b>									
<i>Law—</i>									
Doctor of Law . . . . .	...	...	...	...	...	...	...	...	...
Master of Law . . . . .	...	...	...	...	...	...	...	3	3
Honours in Law . . . . .	...	...	...	...	...	...	...	...	...
Bachelor of Law . . . . .	13	5	10	28	549	125	449	5	1,123
First LL. B. Examination . . . . .	5	2	1	8	692	19	27	5	743
<i>Medicine—</i>									
M. D. . . . .	...	...	...	...	...	...	...	1	1
M. B. (a) . . . . .	3	...	...	3	13	...	...	...	13
First M. B. . . . .	3	...	...	3	45	...	...	...	45
Honours in Medicine and Surgery . . . . .	...	...	...	...	...	...	...	...	...
L. M. S. (b) . . . . .	4	...	...	4	183	...	...	...	183
First L. M. S. . . . .	4	...	...	4	354	...	...	1	355
Preliminary Scientific M. B. . . . .	2	...	...	2	87	...	...	...	87
Ditto ditto L. M. S. . . . .	2	...	...	2	153	...	...	...	153

(a) Includes the "2nd M.B." Examination in Bengal.  
 (b) Includes the "2nd L. M. S." Examination in Bengal.

TABLE VI.

General Provinces of British India during the official year 1897-98.

Institutions under management.	NUMBER PASSED.				RACE OR CREED OF PASSED SCHOLARS.					NATURE OF EXAMINATION.
	Aided institutions.	Other institutions.	Private students.	Total.	Europeans and Eurasians.	Native Christians.	Hindus.	Muhammadians.	Others.	
										ARTS COLLEGES—
75	33	2	29	139	2	4	120	5	8	Master of Arts.
373	528	223	140	(a)1,264	18	58	1,039	74	54	Bachelor of Arts.
8	12	...	...	20	2	...	15	...	3	Bachelor of Science.
238	523	193	141	1,095	12	84	986	13	...	First B. A.
2	1	...	...	3	...	...	2	...	1	First B. Sc.
795	1,059	983	172	(b)3,009	56	91	2,575	160	126	First Arts and equivalent Examinations.
										ORIENTAL COLLEGES—
...	...	...	...	...	...	...	...	...	...	Master of Oriental Learning.
...	2	...	...	2	...	...	...	2	...	Bachelor of Oriental Learning.
62	6	1	2	71	...	...	71	...	...	Honours in Sanskrit.
...	2	...	1	3	...	...	...	3	...	Ditto Arabic.
...	2	4	1	7	...	...	...	7	...	Ditto Persian.
64	19	28	4	115	...	...	115	...	...	High Proficiency in Sanskrit.
...	3	...	...	3	...	...	...	3	...	Ditto ditto Arabic.
...	3	2	1	6	...	...	...	6	...	Ditto ditto Persian.
14	13	51	2	80	...	...	80	...	...	Proficiency in Sanskrit.
1	5	...	2	8	...	...	...	8	...	Ditto Arabic.
...	...	...	1	1	...	...	...	1	...	Ditto Persian.
										COLLEGES FOR PROFESSIONAL TRAINING—
										Law—
...	...	...	...	...	...	...	...	...	...	Doctor of Law.
...	...	...	1	1	...	...	1	...	...	Master of Law.
...	...	...	...	...	...	...	...	...	...	Honours in Law.
190	26	226	1	443	1	5	397	25	15	Bachelor of Law.
214	6	7	...	227	2	7	194	5	19	First LL. B. Examination.
										Medicine—
...	...	...	1	1	...	...	1	...	...	M. D.
9	...	...	...	9	1	1	7	...	...	M. B.
15	...	...	...	15	1	4	10	...	...	First M. B.
...	...	...	...	...	...	...	...	...	...	Honours in Medicine and Surgery.
81	...	...	...	81	3	3	69	2	4	L. M. S.
117	...	...	1	118	1	5	92	4	16	First L. M. S.
29	...	...	...	29	3	4	20	2	...	Preliminary Scientific M. B.
102	...	...	...	102	6	2	87	...	7	Ditto ditto L. M. S.

(a) Race or creed of 21 passed students in Bengal not stated.

(b) Race or creed of 1 passed student in Bengal not stated.



## EDUCATION—GENERAL

## Results of the Prescribed Examinations in

NATURE OF EXAMINATION.	NUMBER OF INSTITUTIONS SENDING EXAMINEES.				NUMBER OF EXAMINEES.				
	Institutions under public management.	Aided institutions.	Other institutions.	Total.	Institutions under public management.	Aided institutions.	Other institutions.	Private students.	Total.
<b>COLLEGES FOR PROFESSIONAL TRAINING—contd.</b>									
<i>Engineering—</i>									
M. C. E. . . . .	...	...	...	...	...	...	...	...	...
B. C. E. . . . .	2	...	...	2	18	...	...	...	...
L. C. E. . . . .	3	...	...	3	25	...	...	...	...
First L. C. E. . . . .	2	...	...	2	60	...	...	...	...
<i>Teaching—</i>									
Licentiate in Teaching . . . . .	Written . . . . .	27	44	332	403	91	93	415	111
	Practical . . . . .	2	...	...	2	26	...	...	43
<i>Agriculture—</i>									
Examination in Agriculture . . . . .	Second . . . . .	1	...	...	1	2	...	...	...
	First . . . . .	2	...	...	2	2	...	...	...
<b>SCHOOLS FOR GENERAL EDUCATION—</b>									
Matriculation . . . . .	Boys . . . . .	204	398	276	878	3,854	5,507	4,886	3,426
	Girls . . . . .	3	68	11	82	11	253	41	13
Upper Secondary Examination . . . . .		30	62	29	121	226	288	131	718
Middle School Examination . . . . .	Boys(a) . . . . .	1,082	2,475	640	4,197	12,760	14,234	4,280	5,005
	Girls . . . . .	11	132	11	154	66	856	46	9
Upper Primary Examination . . . . .	Boys . . . . .	9,614	5,748	911	16,273	66,654	28,044	6,138	518
	Girls . . . . .	463	475	49	987	1,497	2,952	203	4
Lower Primary Examination . . . . .	Boys . . . . .	13,360	22,104	1,529	36,993	109,662	122,764	10,247	414
	Girls . . . . .	729	964	86	1,779	4,599	7,813	459	2
Public Service Certificate Examination . . . . .	English . . . . .	815	148	74	1,037	2,849	470	280	1,374
	Vernacular . . . . .	87	2	...	89	609	10	...	2
<b>SCHOOLS FOR SPECIAL INSTRUCTION—</b>									
Training School Examination for Masters . . . . .	Upper (b) . . . . .	26	4	3	33	655	70	12	76
	Lower . . . . .	105	12	3	120	2,549	244	20	460
Training School Examination for Mistresses . . . . .	Upper (c) . . . . .	7	14	2	23	91	56	4	5
	Lower . . . . .	12	19	3	34	208	284	7	2
School of Arts Examination . . . . .		162	72	41	275	2,895	696	417	414
Medical Examination . . . . .		11	...	...	11	517	...	...	5
Engineering and Surveying Examination . . . . .		26	...	4	30	776	...	32	114
Industrial School Examination . . . . .		9	8	1	18	315	108	4	32
Veterinary Examination . . . . .		2	...	...	2	69	...	...	...
Agricultural Examination . . . . .		2	...	...	2	38	...	...	...

(a) Includes "Girls" in the Madras Presidency.

(b) Includes 31,567 examinees in the Madras Presidency not detailed into the separate heads.

(c) Includes "Lower" in the North-Western Provinces and Oudh.

TABLE VI—continued.

several Provinces of British India during the official year 1897-98.

NUMBER PASSED.					RACE OR CREED OF PASSED SCHOLARS.					NATURE OF EXAMINATION.	
Institutions under public management.	Aided institutions.	Other institutions.	Private students.	Total.	Europeans and Eurasians.	Native Christians.	Hindus.	Muhamadans.	Others.		
COLLEGES FOR PROFESSIONAL TRAINING— contd.											
Engineering—											
...	...	...	...	...	...	...	...	...	...	M. C. E.	
11	...	...	...	11	...	...	11	...	...	B. C. E.	
18	...	...	...	18	...	3	14	...	1	L. C. E.	
33	...	...	...	33	...	6	21	1	5	First L. C. E.	
Teaching—											
39	42	88	25	194	9	70	29	7	79	Written	
12	...	...	20	32	...	4	28	...	...	Practical	
} Licentiate in Teaching.											
Agriculture—											
1	...	...	...	1	...	...	1	...	...	Second	
...	...	...	...	...	...	...	...	...	...	First	
} Examination in Agriculture.											
SCHOOLS FOR GENERAL EDUCATION—											
2,182	2,479	2,133	433	7,227	187	194	6,020	620	206	Boys	
4	121	11	8	144	86	35	1	...	22	Girls	
} Matriculation.											
85	112	37	99	333	60	3	259	9	2	Upper Secondary Examination.	
8,008	7,053	1,764	1,062	17,887	477	977	12,316	2,562	1,555	Boys	} Middle School Examination.
34	553	21	3	611 (a)	307	196	23	22	63	Girls	
38,742	17,798	3,149	231	73,737	833	3,495	53,278	10,159	5,972	Boys	} Upper Primary Examination.
992	1,865	140	3	3,000	559	477	1,270	178	516	Girls	
72,809	79,763	5,969	323	158,864	360	3,920	101,114	24,040	29,430	Boys	} Lower Primary Examination.
2,909	5,633	337	2	(b) 8,881	498	905	4,479	641	2,448	Girls	
1,351	258	97	381	2,087	4	8	1,897	140	38	English	} Public Service Certificate Examination.
286	7	...	...	293	1	1	277	8	6	Vernacular	
SCHOOLS FOR SPECIAL INSTRUCTION—											
460	47	11	37	555	3	155	335	51	11	Upper	} Training School Examination for Masters.
1,669	166	16	179	2,030	...	261	1,569	189	11	Lower	
62	28	2	2	94	23	24	38	8	1	Upper	} Training School Examination for Mistresses.
116	149	13	2	280	14	178	71	11	6	Lower	
930	227	90	144	1,391	94	136	1,035	95	31	School of Arts Examination.	
428	...	...	2	430	33	35	286	72	4	Medical Examination.	
453	...	20	50	523	3	5	220	25	270	Engineering and Surveying Examination.	
241	80	4	27	352	29	75	130	118	...	Industrial School Examination.	
61	...	...	...	61	...	...	38	22	1	Veterinary Examination.	
131	...	...	...	131	...	...	120	11	...	Agricultural Examination.	

(a) Includes 13,817 passed in the Madras Presidency and not detailed into the separate heads.

(b) Race or creed of 10 passed pupils in the Hyderabad Assigned Districts, not given.



## EDUCATION—GENERAL

*Distribution of Local Fund and Municipal Expenditure on Public*

OBJECTS OF EXPENDITURE.	EXPENDITURE OF LOCAL FUND BOARDS							
	IN INSTITUTIONS MANAGED							
	Number of Institutions.	Number of scholars on the rolls on 31st March.	Average number on the rolls monthly during the year.	Average daily attendance.	Provincial grants.	Local Funds.	Municipal grants.	Fees.
<b>UNIVERSITY EDUCATION—</b>					R	R	R	R
Arts Colleges—								
English . . . . .	...	...	...	...	...	...	...	...
Oriental . . . . .	...	...	...	...	...	...	...	...
Colleges or Departments of Colleges for Professional training—								
Law . . . . .	...	...	...	...	...	...	...	...
Medicine . . . . .	...	...	...	...	...	...	...	...
Engineering . . . . .	...	...	...	...	...	...	...	...
Teaching . . . . .	...	...	...	...	...	...	...	...
Agriculture . . . . .	...	...	...	...	...	...	...	...
Total . . . . .	...	...	...	...	...	...	...	...
<b>SCHOOL EDUCATION—GENERAL—</b>								
Secondary Schools—								
For boys—								
High Schools . . . . .	14	3,772	3,323	2,868	9,905	4,055	1,550	64,798
Middle Schools { English . . . . .	111	9,903	9,493	8,066	19,305	33,289	2,138	92,521
Vernacular . . . . .	633	64,707	63,603	50,448	4,421	2,91,524	6,035	1,04,306
For Girls—								
High Schools . . . . .	...	...	...	...	...	...	...	...
Middle Schools { English . . . . .	...	...	...	...	...	...	...	...
Vernacular . . . . .	2	62	61	52	5	552	...	...
Total . . . . .	760	78,504	76,540	61,434	33,696	3,30,020	9,723	2,01,625
Primary Schools—								
For Boys . . . . .	14,902	676,516	665,637	510,168	6,72,337	22,22,741	1,796	3,11,167
For Girls . . . . .	601	17,720	17,827	12,221	13,170	86,766	1,453	19
Total . . . . .	15,503	694,236	683,464	522,389	6,85,507	23,09,507	3,249	3,11,186
<b>SCHOOL EDUCATION—SPECIAL—</b>								
Schools for Special Instruction—								
Training Schools for Masters . . . . .	18	259	251	235	3,835	23,477	...	10
Ditto Mistresses . . . . .	2	18	17	14	2,312	5,648	800	...
Schools of Art . . . . .	...	...	...	...	...	...	...	...
Law Schools . . . . .	...	...	...	...	...	...	...	...
Medical Schools . . . . .	1	47	42	41	...	...	1,020	1,565
Engineering and Surveying Schools . . . . .	...	...	...	...	...	...	...	...
Industrial Schools . . . . .	9	612	574	462	14,071	25,850	617	3,123
Other Schools . . . . .	3	381	360	322	2,931	6,983	1,000	178
Total . . . . .	33	1,317	1,244	1,074	23,149	61,958	3,437	4,876
Buildings . . . . .	...	...	...	...	6,739	2,45,856	509	198
Furniture and Apparatus (special grants only) . . . . .	...	...	...	...	1,181	23,426	653	429
Total . . . . .	...	...	...	...	7,920	2,69,282	1,162	627
Inspection . . . . .	...	...	...	...	...	...	...	...
Scholarships held in—								
Arts Colleges . . . . .	...	...	...	...	...	...	...	...
Professional Colleges . . . . .	...	...	...	...	...	...	...	...
Secondary Schools . . . . .	...	...	...	...	...	...	...	...
Primary Schools . . . . .	...	...	...	...	...	...	...	...
Special Schools other than Training Schools . . . . .	...	...	...	...	...	...	...	...
Miscellaneous . . . . .	...	...	...	...	...	...	...	...
Total . . . . .	...	...	...	...	...	...	...	...
<b>GRAND TOTAL</b> . . . . .	16,296	774,057	761,248	584,897	7,50,272	29,70,767	17,571	5,78,314

TABLE VII.

Instruction in the several Provinces of British India for the official year 1897-98.

ON PUBLIC INSTRUCTION.							OBJECTS OF EXPENDITURE.
BY LOCAL FUND BOARDS.			IN INSTITUTIONS MANAGED BY			Total Local Fund Expenditure on Public Instruction.	
Subscriptions.	Endowments and other sources.	Total.	The Government.	Municipal Boards.	Private persons or Associations.		
₹	₹	₹	₹	₹	₹	₹	
...	...	...	1,506	...	5,753	7,259	UNIVERSITY EDUCATION—
...	...	...	...	...	256	256	Arts Colleges—
							English.
							Oriental.
							Colleges or Departments of Colleges for professional training—
...	...	...	2,624	...	...	2,624	Law.
...	...	...	...	...	...	...	Medicine.
...	...	...	...	...	...	...	Engineering.
...	...	...	...	...	...	...	Teaching.
...	...	...	...	...	...	...	Agriculture.
...	...	...	4,130	...	6,009	10,139	Total.
281	342	81,531	97,637	7,947	48,260	1,58,499	SCHOOL EDUCATION—GENERAL—
4,397	2,636	1,54,346	13,350	16,373	1,58,493	2,21,505	Secondary Schools—
4,712	605	4,11,603	...	16,874	98,777	4,07,175	For Boys—
...	...	...	...	...	2,930	2,930	High Schools.
...	...	...	...	...	9,030	9,030	English . . . } Middle Schools.
...	...	...	...	...	1,556	2,588	Vernacular . . . }
...	35	592	...	480	...	...	For Girls—
...	...	...	...	...	...	...	High Schools.
...	...	...	...	...	...	...	English . . . } Middle Schools.
...	...	...	...	...	...	...	Vernacular . . . }
9,390	3,618	6,48,072	1,10,987	41,674	3,19,646	8,02,327	Total.
7,502	3,016	32,18,559	6,196	52,998	9,84,496	32,66,431	Primary Schools—
347	59	1,01,814	30	8,649	58,406	1,53,911	For Boys.
							For Girls.
7,849	3,075	33,20,373	6,226	61,647	10,42,962	34,20,342	Total.
...	34	27,356	79,011	...	881	1,03,369	SCHOOL EDUCATION—SPECIAL—
...	...	8,760	2,584	500	...	8,732	Schools for Special Instruction—
...	...	6	6	...	...	6	Training schools for Masters.
...	...	...	...	...	...	...	Ditto Mistresses.
...	...	...	...	...	...	...	Schools of Art.
...	3,735	6,320	26,915	...	400	27,315	Law Schools.
...	...	...	...	...	997	997	Medical Schools.
...	...	...	...	...	3,892	32,506	Engineering and Surveying Schools.
550	17,750	61,961	...	2,764	2,452	20,255	Industrial Schools.
...	3,840	14,932	10,820	...	...	...	Other Schools.
550	25,359	1,19,329	1,19,336	3,264	8,622	1,93,180	Total.
6,718	1,335	2,61,355	16,120	7,714	6,927	2,76,617	Buildings.
488	49	20,226	398	...	4,873	28,697	Furniture and Apparatus (special grants only).
7,206	1,384	2,87,581	16,518	7,714	11,800	3,05,314	Total.
...	...	...	...	...	...	6,70,573	Inspection.
...	...	...	...	...	...	1,351	Scholarships held in—
...	...	...	...	...	...	3,204	Arts Colleges.
...	...	...	...	...	...	1,04,895	Professional Colleges.
...	...	...	...	...	...	19,896	Secondary Schools.
...	...	...	...	...	...	...	Primary Schools.
...	...	...	...	...	...	22,291	Special Schools other than Training Schools.
...	...	...	...	...	...	1,17,217	Miscellaneous.
...	...	...	...	...	...	9,39,487	Total.
24,995	33,436	43,75,355	2,57,197	1,14,299	13,89,039	56,70,789	GRAND TOTAL.



## EDUCATION—GENERAL

## Distribution of Local Fund and Municipal Expenditure on Public

OBJECTS OF EXPENDITURE.	EXPENDITURE OF MUNICIPAL							
	IN INSTITUTIONS MANAGED BY MUNICIPAL							
	Number of Institutions.	Number of scholars on the rolls on 31st March.	Average number on the rolls monthly during the year.	Average daily attendance.	Provincial grants.	Municipal rates.	Local Funds.	Rest.
<b>UNIVERSITY EDUCATION.</b>					R	R	R	R
<i>Arts Colleges.</i>								
English . . . . .	5	209	214	187	5,057	3,587	...	13,640
Oriental . . . . .	...	...	...	...	...	...	...	...
<i>Colleges or Departments of Colleges for Professional Training.</i>								
Law . . . . .	1	17	19	14	...	...	...	1,121
Medicine . . . . .	...	...	...	...	...	...	...	...
Engineering . . . . .	...	...	...	...	...	...	...	...
Teaching . . . . .	...	...	...	...	...	...	...	...
Agriculture . . . . .	...	...	...	...	...	...	...	...
Total . . . . .	6	226	233	201	5,057	3,587	...	14,761
<b>SCHOOL EDUCATION—GENERAL.</b>								
<i>Secondary Schools.</i>								
For Boys—								
High School . . . . .	46	11,946	11,780	10,237	23,694	1,23,059	7,947	2,11,560
Middle Schools { English . . . . .	193	19,522	19,505	16,492	42,294	1,53,418	16,373	1,80,485
{ Vernacular . . . . .	70	10,917	10,903	8,682	3,566	27,210	16,874	16,980
For Girls—								
High Schools . . . . .	...	...	...	...	...	...	...	...
Middle Schools { English . . . . .	1	48	42	30	...	150	...	...
{ Vernacular . . . . .	8	693	687	556	1,122	10,343	480	...
Total . . . . .	318	43,126	42,977	35,997	70,676	3,14,180	41,674	4,08,860
<i>Primary Schools.</i>								
For Boys . . . . .	1,176	99,874	111,532	85,957	1,70,603	3,97,071	52,998	1,16,150
For Girls . . . . .	343	17,388	19,089	12,291	37,159	1,01,682	8,649	1,40,000
Total . . . . .	1,519	117,262	130,621	98,248	2,07,762	4,98,753	61,647	1,11,620
<b>SCHOOLS EDUCATION—SPECIAL.</b>								
<i>Schools for Special Instruction.</i>								
Training Schools for Masters . . . . .	...	...	...	...	716	129	...	...
Ditto Mistresses . . . . .	1	24	23	21	543	613	500	...
Schools of Art . . . . .	...	...	...	...	...	...	...	...
Law Schools . . . . .	...	...	...	...	...	...	...	...
Medical Schools . . . . .	...	...	...	...	...	...	...	...
Engineering and Surveying Schools . . . . .	...	...	...	...	...	...	...	...
Industrial Schools . . . . .	7	486	654	517	7,725	12,226	2,764	...
Other Schools . . . . .	5	95	110	50	40	1,428	...	...
Total . . . . .	13	605	787	588	9,024	14,396	3,264	...
Buildings . . . . .	...	...	...	...	2,734	37,212	7,714	...
Furniture and Apparatus (special grants only). . . . .	...	...	...	...	739	6,311	...	...
Total . . . . .	...	...	...	...	3,473	43,523	7,714	...
Inspections . . . . .	...	...	...	...	...	...	...	...
Scholarships held in—								
Arts Colleges . . . . .	...	...	...	...	...	...	...	...
Professional Colleges . . . . .	...	...	...	...	...	...	...	...
Secondary Schools . . . . .	...	...	...	...	...	...	...	...
Primary Schools . . . . .	...	...	...	...	...	...	...	...
Special Schools other than Training Schools. . . . .	...	...	...	...	...	...	...	...
Miscellaneous . . . . .	...	...	...	...	...	...	...	...
Total . . . . .	...	...	...	...	...	...	...	...
<b>GRAND TOTAL</b> . . . . .	1,856	161,219	174,618	135,034	2,95,992	8,74,439	1,14,299	5,35,330





## EDUCATION—GENERAL

*Attendance and Expenditure in Hostels or*

	NUMBER OF		NUMBER OF BOARDERS WHO ARE STUDENTS OF			
	Hostels or Boarding-houses.	Boarders.	Arts Colleges.	Secondary Schools.	Primary Schools.	Special Schools.
<b>Managed by Government—</b>						
Boys . . . . .	116	4,343	449	1,993	274	1,627
Girls . . . . .	7	482	7	413	40	22
<b>Managed by Local or Municipal Boards—</b>						
Boys . . . . .	325	5,851	...	5,477	286	88
Girls . . . . .	...	...	...	...	...	...
<b>Aided by Government or by Local or Municipal Boards—</b>						
Boys . . . . .	163	8,119	218	5,959	1,674	268
Girls . . . . .	106	5,841	9	4,155	1,501	176
<b>Unaided—</b>						
Boys . . . . .	528	11,940	993	5,654	4,696	597
Girls . . . . .	112	5,512	1	2,361	2,831	319
<b>Total—</b>						
Boys . . . . .	1,132	30,253	1,660	19,083	6,930	2,580
Girls . . . . .	225	11,835	17	6,929	4,372	517
<b>GRAND TOTAL</b>	1,357	42,088	1,677	26,012	11,302	3,097

TABLE VIII.

*Boarding-houses for the official year 1897-98.*

EXPENDITURE FROM				Total expenditure.	
Provincial Revenues.	Local or Municipal Funds.	Subscriptions and endowments.	Fees.		
R	R	R	R	R	
Managed by Government—					
71,572	7,100	1,12,098	59,657	2,50,427	Boys.
17,230	...	51,312	6,028	74,570	Girls.
Managed by Local or Municipal Boards—					
42	34,314	2,485	7,709	44,550	Boys.
...	...	...	...	...	Girls.
Aided by Government or Local or Municipal Boards—					
36,248	11,370	1,51,573	2,97,358	4,96,549	Boys.
25,781	1,898	1,82,783	2,19,564	4,30,026	Girls.
Unaided—					
...	...	1,84,838	1,77,397	3,62,235	Boys.
...	...	1,60,984	42,313	2,03,297	Girls.
Total—					
1,07,862	52,784	4,50,994	5,42,121	11,53,761	Boys.
43,011	1,898	3,95,079	2,67,905	7,07,893	Girls.
1,50,873	54,682	8,46,073	8,10,026	18,61,654	GRAND TOTAL.



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

*Total Gross and Net Indian Sea and Land Customs Revenue (excluding Salt Revenue).*  
[In thousands of Rupees]

	IN THE TEN MONTHS, APRIL TO JANUARY, OF									
	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.
<b>IMPORTS (GROSS REVENUE)</b>										
Arms, Ammunition, and Military Stores . . . . .	1,95	2,36	2,71	2,66	2,89	2,76	2,76	3,11	3,13	2,85
Liquors :										
Spirit . . . . .	40,36	44,80	42,57	44,38	42,94	45,74	48,63	48,63	49,62	52,41
Other liquors . . . . .	5,52	5,85	5,80	5,55	5,61	5,22	5,88	5,39	4,96	5,41
Apparel, including haberdashery and millinery . . . . .	—	—	—	—	—	6,85	6,08	5,96	4,63	5,40
Chemical products and preparations . . . . .	—	—	—	—	—	2,18	2,24	1,82	2,21	2,20
Cotton manufactures :										
Twist and yarn . . . . .	—	—	—	—	—	1,53	10,93	—	—	—
Piece goods, grey . . . . .	—	—	—	—	—	7,91	51,92	43,01	36,26	38,33
" white . . . . .	—	—	—	—	—	3,28	17,97	16,96	14,67	14,02
" coloured . . . . .	—	—	—	—	—	2,24	19,47	17,39	11,41	15,96
Other goods . . . . .	—	—	—	—	—	39	2,52	1,84	1,46	1,53
Drugs, medicines, and narcotics . . . . .	—	—	—	—	—	2,91	2,83	2,85	3,23	3,12
Dyeing and tanning materials . . . . .	—	—	—	—	—	2,59	3,31	3,05	3,19	3,56
Glass and glassware . . . . .	—	—	—	—	—	2,63	3,00	3,10	2,34	2,64
Hardware and cutlery . . . . .	—	—	—	—	—	6,10	5,92	6,37	6,09	6,08
Metals :										
Copper . . . . .	—	—	—	—	—	3,06	7,38	4,23	5,49	4,49
Iron and steel . . . . .	—	—	—	—	—	2,25	3,26	3,24	3,44	2,88
Silver . . . . .	—	—	—	—	—	28,61	26,53	26,67	35,44	26,56
Tin . . . . .	—	—	—	—	—	1,41	1,43	1,10	94	75
Other metals . . . . .	—	—	—	—	—	4,27	1,95	1,81	2,35	2,22
Oils ; Petroleum . . . . .	13,12	12,82	14,19	14,74	17,41	23,83	35,50	34,97	40,52	37,10
Paints and colours . . . . .	—	—	—	—	—	1,31	1,50	1,44	1,37	1,51
Paper . . . . .	—	—	—	—	—	1,57	2,05	1,98	1,60	1,86
Provisions . . . . .	—	—	—	—	—	4,75	8,61	7,64	8,39	7,26
Silk, raw and manufactured . . . . .	—	—	—	—	—	10,40	12,30	10,06	8,19	8,77
Spices . . . . .	—	—	—	—	—	3,31	2,97	2,93	3,60	4,04
Stationery . . . . .	—	—	—	—	—	1,24	1,22	1,28	1,02	1,05
Sugar . . . . .	—	—	—	—	—	10,78	12,61	13,08	18,91	16,44
Tea . . . . .	—	—	—	—	—	2,91	2,01	2,44	93	85
Umbrellas . . . . .	—	—	—	—	—	1,39	1,38	1,25	1,33	94
Wood and timber . . . . .	—	—	—	—	—	91	1,30	1,09	95	66
Woollen goods . . . . .	—	—	—	—	—	7,11	6,61	7,77	4,93	6,63
Imports by post . . . . .	1	1	1	1	1	1,19	1,27	1,24	1,26	1,47
All other articles . . . . .	3	3	3	3	24	19,98	20,22	19,56	20,07	19,94
<b>TOTAL</b> . . . . .	60,99	65,87	65,31	67,37	69,10	2,22,61	3,33,56	3,03,26	3,04,28	2,98,93
<b>EXPORTS (GROSS REVENUE)</b>										
Rice and rice-flour . . . . .	47,04	62,03	54,87	44,84	45,41	63,07	60,03	49,73	43,14	70,64
<b>TOTAL GROSS REVENUE</b> . . . . .	1,08,03	1,27,90	1,20,18	1,12,21	1,14,51	2,85,68	3,93,59	3,52,99	3,47,42	3,69,57
<b>TOTAL NET REVENUE</b> . . . . .	1,05,45	1,24,65	1,16,63	1,09,28	1,11,23	2,79,36	3,84,74	3,43,43	3,40,78	3,62,86
<i>Provincial distribution of Net Customs Revenue</i>										
Bengal . . . . . { Import	19,75	21,52	22,08	23,50	24,18	64,90	1,26,45	1,11,51	1,05,08	1,11,01
{ Export	11,10	15,34	15,62	13,74	13,11	14,68	16,03	10,18	8,89	16,38
Bombay . . . . . { Import	16,07	18,44	18,05	18,80	21,03	1,04,32	1,27,09	1,20,11	1,22,65	1,14,86
{ Export	1,73	1,43	1,23	1,91	1,65	3,07	2,36	2,25	2,41	3,16
Sind . . . . . { Import	5,29	6,25	5,97	5,60	5,32	11,84	17,81	19,39	19,44	18,44
{ Export	55	67	61	65	48	62	55	45	62	1,28
Madras . . . . . { Import	9,31	10,35	9,36	9,09	9,20	21,14	29,64	23,40	27,21	23,87
{ Export	5,44	3,81	2,97	3,45	4,08	5,81	3,95	7,38	8,47	4,07
Burma . . . . . { Import	8,85	7,69	7,92	8,53	7,21	15,37	24,95	20,64	24,22	25,86
{ Export	27,36	39,15	32,82	24,01	24,97	37,61	35,91	28,12	21,79	43,03

FINANCE AND COMMERCE DEPARTMENT  
February 21, 1899.

H. H. RISLEY,  
Offg. Secretary to the Government of India.

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*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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**Weather Review of India for the week ending at 8 a.m. on  
Saturday, February 18th, 1899.**

During the greater part of the week under review the ordinary cold weather conditions of pressure and circulation of the winds have obtained over India accompanied generally with fine and bright weather. These settled conditions were disturbed on three occasions during the week under review. Thus during the 24 hours ending at 8 A.M., on the 12th, numerous thundershowers were experienced over Bengal, Assam, Bihar and Chota Nagpur, then on the 14th, a slight storm was shown over Sind, and light to moderate rain was falling in Baluchistan and showers in the West Punjab. On the following day the 15th, a double disturbance was shown over North-Western India, and rain had been received in Baluchistan and the North and West Punjab and snow in Kashmir. By the morning of the 16th, the disturbed weather had passed away and fine weather prevailed till the 18th, when again a feeble disturbance appeared over the North-Western Frontier and the sky clouded over. During the greater part of the week the heat was greater than usual over a large part of the country, the excess being most marked over the North-Western Provinces, the Punjab, Sind, the Central Provinces and Berar. In South India the weather during the week was slightly cooler than usual.

**Daily Summary.**—*Sunday, February 12th.*—The barometer had fallen over the West Punjab and Baluchistan and Upper Burma, and had risen at several central stations but elsewhere the changes had been unimportant. The



pressure conditions were approximately normal except that the barometer read somewhat lower than usual over Burma. The winds blew from the usual cold weather directions except in Bengal, where they were more than ordinarily variable. The skies were thickly clouded over North-Eastern India, where a series of thunderstorms had occasioned light to heavy fairly general rain, showers were at the same time reported from one or two stations in Persia and the North-Western Himalayas. The heat had been excessive over Burma, Bengal, the Indus Valley and Bombay, and had been nearly normal elsewhere.

*Monday, February 13th.*—The barometer had fallen over most parts of India, more particularly in the North-West and a feeble low pressure area has entered upper Sind. This was the only change of importance. The depression had drawn the wind into South-East in Baluchistan, but elsewhere the usual cold weather winds were reported. The skies had cleared over North-Eastern India, the showers had again been received over parts of Burma. On the other hand, cloud has increased over North-Western India, Kashmir and Baluchistan. The air was exceedingly dry over parts of Rajputana and North Bombay. The heat was much greater than usual over the depression area in upper Sind, and slightly greater than usual over Rajputana and Bombay. On the other hand the weather was cool over Bengal and Assam.

*Tuesday, February 14th.*—Pressure had again given way over nearly the whole of India. The change had been brisk to rapid in the North-West and the depression in Sind had intensified considerably. Hence humidity and the cloudiness of the sky had increased in the North-West, and rain had fallen in Baluchistan and the West Punjab while the winds had assumed cyclonic directions. In other parts of India except the North-West, the weather was quiet and fine. The heat was greater than usual except over North-Eastern India and Burma. The temperature excess was, as is usual under these conditions, greatest within the depression area in the North-West and amounted to  $8^{\circ}$  at Mooltan and Bickaneer. The previous night had been very warm throughout North-Western India.

*Wednesday, February 15th.*—Pressure had increased over Rajputana, North Bombay and the greater part of the Peninsula but had continued to decrease elsewhere. The Sind depression had drifted eastward and was shown between Agra and Jhansi, while a shallow secondary depression had been developed in the North Punjab. The north-west of India was thus under the influence of a double disturbance, so that rain had fallen in Baluchistan and the North and West Punjab, and snow in Kashmir where the air was damper and the sky cloudy. In other parts of India the weather was quiet and settled, and the winds light and variable. The heat was very excessive over the central north-west divisions of India the excess having been over  $10^{\circ}$  at Sirsa and  $9^{\circ}$  at Sambhar. In Burma and the south of the Peninsula the weather was cooler than usual.

*Thursday, February 16th.*—The barometer had fallen rapidly in Bengal and risen rapidly in North-Western India. The double disturbance over North-Western India had filled up, and a large high pressure area occupied that region while the lowest pressure were reported from Bengal. The weather had consequently cleared in upper India, and the irregular cyclonic winds had given way to the usual north-west and north-east winds of the cold weather. In Bengal south-west winds were blowing in from the Bay and the sky was cloudy over Bengal and Assam. Temperature had fallen more or less rapidly over North-Western India, and the area of excessive heat had moved eastward and was shown over the North-Western Provinces where the mean temperature was over  $6^{\circ}$  higher than usual. In the North Punjab, North Bombay and the west and south of the Peninsula and in Burma the weather was cooler than the normal.

*Friday, February 17th.*—The barometer had fallen over the Indus Valley but had risen elsewhere most so in Bengal. Pressure was high in the North-West and low over the Bay, and the winds blew from the usual cold weather directions. The sky was practically clear of cloud except in parts of North-Eastern India and of the Peninsula, and the only rainfall recorded was a few drops in parts of Assam, Burma and Malabar. The heat was less than usual over Rajputana, North Bombay, the west and south of the Peninsula and Tenasserim but

exceeded the normal elsewhere. The largest opposite variations from the normal were  $+8^{\circ}0$  at Barisal and  $-5^{\circ}2$  at Rajkot.

*Saturday, February 18th.*—The barometer had fallen almost everywhere, and a trifling depression had entered Sind from the westward. Pressure was high in Rajputana and low near Jacobabad, near Darbhanga, and near Gopalpur. The winds were feebly cyclonic in North-Western India but blew from the normal directions elsewhere. The only rainfall had been a trifling shower at Sibsagar. The weather remained cool over Rajputana, North Bombay, the west and south of the Peninsula and Tenasserim and hotter than usual elsewhere. The principal variations were  $+6^{\circ}8$  at Sialkot,  $-4^{\circ}3$  at Rajkot and  $-5^{\circ}2$  at Tavoy.

**Temperature.**—The principal feature in the temperature conditions of the week has been the progress eastward across Northern India of a well marked wave of heat. On the 12th the crest of the wave lay over Quetta ( $+6^{\circ}2$ ) and Jacobabad ( $+5^{\circ}0$ ); on the 13th over Mooltan ( $+7^{\circ}5$ ) and Jacobabad ( $+7^{\circ}4$ ); on the 14th over Mooltan ( $+8^{\circ}3$ ) and Bickaneer ( $+8^{\circ}1$ ); on the 15th over Sirsa ( $+10^{\circ}2$ ) and Sambhar ( $+9^{\circ}8$ ); on the 16th over Bareilly ( $+6^{\circ}7$ ) and Sutna ( $+6^{\circ}8$ ) and on the 17th and 18th over the Central Provinces and the North Madras Coast. The cold wave succeeding this wave of heat was neither well marked nor extensive, and hence the mean temperature of the whole country for the week has been above the normal.

The following table gives the temperature variation data for the week:—

PROVINCE.	February 1899.							Mean variation of week.
	12th	13th	14th	15th	16th	17th	18th	
	°	°	°	°	°	°	°	°
Burma . . . . .	+1.2	+0.3	-1.2	-2.3	-1.5	+0.1	+0.5	-0.4
Assam . . . . .	+2.4	-3.1	-2.6	-0.2	+1.6	+2.9	+2.7	+0.5
Bengal . . . . .	+2.4	-1.9	-0.7	+0.4	+2.6	+3.7	+2.3	+1.3
Orissa . . . . .	+1.3	-0.8	-1.6	+1.4	+3.5	+5.3	+3.6	+1.8
Bihar . . . . .	+3.0	-1.8	+0.3	+1.8	+2.3	+2.8	+1.5	+1.4
Chota Nagpur . . . . .	+2.8	-2.8	-0.2	+0.5	+5.2	+4.5	+1.4	+1.6
North-Western Provinces and Oudh . . . . .	+0.4	+0.1	+1.2	+4.6	+5.0	+2.8	+2.3	+2.3
Punjab . . . . .	+2.0	+1.4	+4.6	+4.5	+0.8	+2.6	+5.1	+3.0
Sind . . . . .	+4.4	+4.1	+4.9	+3.1	-1.1	-1.3	+2.7	+2.4
Rajputana . . . . .	+0.6	+1.8	+4.1	+6.9	-0.5	-0.5	+0.1	+1.8
Gujarat . . . . .	+2.5	+2.8	+3.9	-0.6	-3.6	-3.8	-3.0	-0.3
Central India . . . . .	+0.2	-0.4	+1.6	+5.5	+3.6	+0.3	-1.5	+1.3
Central Provinces . . . . .	+0.5	-1.4	+1.4	+4.6	+4.4	+3.5	+2.6	+2.2
Berar . . . . .	+0.4	-0.9	+1.4	+5.4	+4.1	+2.8	+1.8	+2.1
West Coast . . . . .	+0.9	-0.2	+0.5	+0.2	-1.1	-1.2	-1.6	-0.4
Bombay Deccan . . . . .	+1.6	+2.0	+1.9	+1.7	+0.2	+0.3	-1.7	+0.9
Mysore . . . . .	-1.0	-1.0	+0.7	-0.2	-0.5	+1.4	+2.1	+0.2
Madras Coast . . . . .	-0.8	+0.1	+1.4	-0.6	-0.8	-0.4	+1.3	0
Madras Deccan . . . . .	-0.1	+0.9	+1.6	+2.0	+1.7	+3.0	+2.8	+1.7
South India . . . . .	-0.3	-0.8	-1.4	-2.2	-2.7	-2.0	+0.2	-1.3
Mean for whole of India . . . . .	+1.2	-0.1	+1.1	+1.8	+1.2	+1.3	+1.3	+1.1

The above shows that the heat was about normal on the 13th but was above the normal on all other days. The provincial variations exhibit a deficiency of temperature in South India, an excess in Bengal, Orissa, Bihar, Chota Nagpur, the North-Western Provinces, the Punjab, Sind, Rajputana, Central India, the Central Provinces, Berar and the Madras Deccan, and about normal conditions elsewhere.

**Rainfall.**—The rainfall during the week under review has been confined wholly to the more northern districts, and has fallen principally over the Punjab on the one hand and over Bengal and Assam on the other. The former was



attributable to, and fell during the existence of, a moderate double disturbance which affected the weather in North-Western India between the 14th and 16th of February when rainfall varying in amount from a few cents to 2 inches in 24 hours was received over Baluchistan, the North and West Punjab, and Kashmir. The latter fall of rain, *i.e.*, that in Bengal and Assam was due to a feeble disturbance which was transferred eastward from the North-Western Provinces to Bengal, Assam and Upper Burma on the first day of the week, and which occasioned numerous showers in Bengal, Assam, Bihar and Chota Nagpur on the 12th, and to Assam and Upper Burma on the 13th. The very light rainfall reported from some districts of the North-Western Provinces was also probably attributable to this disturbance. The rainfall table at the close of the summary shows that during the week under review effective rain, *i.e.*, rainfall averaging one-tenth of an inch or over was received in fifteen of the rainfall divisions, *vis.*, all the Assam divisions, East Bengal, Deltaic Bengal, Central Bengal, North Bengal, the Bengal Hills, both the Bihar divisions, the Central Punjab, the Punjab Hills, the North Punjab, the West Punjab, and the Baluchistan Hills. In all the remaining divisions of India the rainfall of the week was either actually or practically *nil*. The third column of the table shows that during the week there was a trifling excess of rainfall in the case of Upper Burma, Baluchistan and the West Punjab, and a moderate excess in the case of the Assam Valley and the North Punjab, but that in all other divisions the rainfall was short of the normal.

The three concluding columns of the table show that from the 1st of January to date the rainfall has been 20% or more in excess of the normal in Central Bengal, the Bengal Hills, South and North Bihar, the east of the North-Western Provinces, the East Submontane division of the North-Western Provinces, Malabar, South Central Madras, Coorg and South Madras, but that in all the remaining divisions the seasonal rainfall has been normal or in defect. Over a considerable part of Burma and of the Peninsula no rain whatever has fallen.

The more noteworthy totals recorded during the week at individual rain-gauge stations were as follows:—

	Inches.
Assam—Goalpara . . . . .	1'61
Gauhati . . . . .	1'32
Jorhat (Sibsagar) . . . . .	1'27
Bengal—Bogra . . . . .	1'31
Punjab—Palampur . . . . .	1'03
Murree . . . . .	2'40
Hangu . . . . .	1'76
Isa Khel . . . . .	1'67
Shek Budin . . . . .	2'00

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING 18TH FEBRUARY, 1899.			RAINFALL DATA FROM JANUARY 1ST TO FEBRUARY 18TH, 1899.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA.	1. Tenasserim . . . .	0	0	0	0	0'07	— 100
	2. Lower Burma Deltaic .	0	0	0	0	0'28	— 100
	3. Central do. . . .	0	0'02	—0'02	0	0'17	— 100
	4. Upper do. . . .	0'09	0'03	+0'06	0'21	0'21	0
	5. Arakan . . . .	0	0	0	0	0'12	— 100
BENGAL AND ASSAM	6. Eastern Bengal . . .	0'32	0'41	—0'09	1'63	1'38	+ 18
	7. Assam Surma . . .	0'32	0'68	—0'36	1'28	1'85	— 31
	8. Do. Hills . . . .	0'25	0'51	—0'26	1'17	1'74	— 33
	9. Do. Brahmaputra . .	0'93	0'37	+0'56	1'87	1'78	+ 5
	10. Deltaic Bengal . .	0'17	0'36	—0'19	1'07	1'39	— 23
	11. Central do. . . .	0'27	0'35	—0'08	2'07	1'10	+ 88
	12. North do. . . .	0'16	0'23	—0'07	0'89	0'87	+ 2
	13. Bengal Hills . . .	0'17	0'18	—0'01	1'81	1'33	+ 36
	14. Orissa . . . .	0	0'30	—0'30	0'08	1'01	— 92
	15. Chota Nagpur . . .	0'02	0'23	—0'21	1'32	1'33	— 1
NORTH-WESTERN PROVINCES AND ODDH.	16. South Bihar . . .	0'15	0'17	—0'02	2'41	1'06	+ 127
	17. North do. . . .	0'17	0'21	—0'04	1'47	1'03	+ 43
	18. North-Western Provin- ces East . . . .	0'04	0'09	—0'05	1'20	0'95	+ 26
	19. South Oudh . . .	0'04	0'10	—0'06	1'05	0'95	+ 11
	20. North do. . . .	0'06	0'15	—0'09	1'05	1'11	— 5
	21. North-Western Provin- ces Central . . . .	0	0'07	—0'07	0'38	0'74	— 49
	22. North-Western Provin- ces West . . . .	0'01	0'13	—0'12	0'18	0'87	— 79
	23. North-Western Provin- ces East Submun- tane . . . .	0'07	0'11	—0'04	1'13	0'88	+ 28
	24. North-Western Provin- ces West Submun- tane . . . .	0	0'36	—0'36	1'04	2'19	— 53
	25. North-Western Provin- ces Hills . . . .	0'08	0'80	—0'72	2'62	4'13	— 37
PUNJAB	26. South-East Punjab .	0'02	0'16	—0'14	0'20	1'08	— 81
	27. South do. . . .	0'01	0'14	—0'13	0'02	0'99	— 98
	28. Central do. . . .	0'15	0'23	—0'08	0'63	1'89	— 67
	29. Punjab Submontane .	0'07	0'34	—0'27	0'30	2'37	— 66
	30. Do. Hills . . . .	0'26	0'72	—0'46	3'38	4'87	— 31
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS)	31. North Punjab . . .	1'08	0'40	+0'68	1'40	2'82	— 0
	32. West do. . . .	0'15	0'10	+0'05	0'52	0'74	— 30
	33. Malabar . . . .	0	0'06	—0'06	0'78	0'45	+ 73
	34. Madras South-Central	0	0'03	—0'03	0'58	0'34	+ 71
	35. Coorg . . . .	0	0'01	—0'01	0'07	0'34	+ 97
	36. Mysore . . . .	0	0	0	0'04	0'08	— 50
	37. Konkan . . . .	0	0	0	0	0'12	— 100
	38. Bombay Deccan . .	0	0	0	0	0'07	— 100
	39. Hyderabad North .	...	...	...	...	...	...
	40. Khandesh . . . .	0	0'02	—0'02	0'01	0'13	— 92
CENTRAL PROV- INCES AND BERAR	41. Berar . . . .	0	0'11	—0'11	0'20	0'44	— 41
	42. Central Provinces West . . . .	0	0'02	—0'02	0'24	0'61	— 61
	43. Central Provinces Central	0	0'06	—0'06	0'34	0'77	— 56
	44. Central Provinces East	0'03	0'10	—0'07	0'27	0'75	— 64
	45. Gujarat . . . .	0	0	0	0	0'07	— 100
BOMBAY (NORTH)	46. Kathiawar . . . .	0	0'03	—0'03	0	0'10	— 100
	47. Sind . . . .	0	0'03	—0'03	0'01	0'56	— 98
	48. Baluchistan Hills .	0'56	0'48	+0'08	2'01	3'33	— 40
RAJPUTANA AND CENTRAL INDIA.	49. Central India East .	0	0'05	—0'05	0'20	0'54	— 63
	50. Rajputana East, Cen- tral India West . .	0	0'01	—0'01	0'01	0'26	— 96
	51. West Rajputana . .	0	0'03	—0'03	0	0'37	— 100
MADRAS	52. East Coast North . .	0	0'16	—0'16	0'04	0'41	— 90
	52-A. Do. do. (a) . .	0	0	0	0	0'09	— 100
	53. Hyderabad South . .	0	0'02	—0'02	0	0'24	— 100
	54. Madras Central . .	0	0	0	0	0'06	— 100
	55. East Coast Central .	0	0'03	—0'03	0'01	0'47	— 98
	56. Do. South . . . .	0	0'03	—0'03	0'37	0'80	— 55
	57. Madras South . . .	0	0'09	—0'09	1'31	0'99	+ 32

W. L. DALLAS,

Asst. Meteorological Reporter  
to the Government of India.

SIMLA, the 23rd February 1899.

T. W. HOLDERNESS,

Secretary to the Government of India.



GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

### Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 25th February.*—No rain fell during the week except slight showers in the Circars. The water-supply is generally sufficient. Some sowings are being made. The standing crops are generally in fair condition. The harvest is yielding a fair to normal outturn. Pasturage is scarce, but fodder is generally sufficient. Prices have risen slightly in parts.

**Bombay.**—*For week ending 1st March.*—The standing crops have been damaged by frost, rats or white ants in parts of Sind. American cotton has been blighted in two talukas of Dharwar. Harvesting of the late crops is progressing generally and preparations for next season are being made in eight districts. Cotton-picking continues in parts of Guzerat and Kathiawar. Fodder is sufficient and agricultural stock is healthy. Prices have risen in five and fallen in six districts.

**Bengal.**—*For week ending 27th February.*—The weather during the week was unsettled, and rain is reported to have fallen in some parts of Lower Bengal. The general agricultural prospects are favourable. The spring harvest is proceeding. Poppy is in flower, and in some places lancing and collection operations have begun. Transplanting of spring rice is still going on, and ploughing for autumn rice and jute is in progress. Cattle are generally in good condition. The fodder-supply is generally sufficient. The price of common rice shows a slight rise in some districts, but is generally stationary.

**North-Western Provinces and Oudh.**—*For week ending 1st March.*—Showers are reported from a few districts, otherwise the weather has been clear. The standing crops are in good condition. Irrigation continues where necessary. Sugarcane is being pressed. The earlier sown crops are ripening and harvesting has begun in parts. Prospects are good. Markets are well stocked and fodder is sufficient. Prices are rising in a few districts but are otherwise stationary or falling.

**Punjab.**—*For week ending 1st March.*—Slight showers fell during the week in parts of the Hissar, Delhi, Sialkot and Rawalpindi districts. Rain is badly wanted in most districts. Ploughing for the extra spring crops continues. The standing crops on irrigated areas promise well, but prospects are only average on irrigated and below average on unirrigated lands. In Delhi the unirrigated crops are failing from drought. The rapeseed, barley and gram crops are being damaged by caterpillars in parts of Ferozepore and the standing crops by rats in parts of Umballa. Cattle are generally in good condition. Fodder is scarce in Delhi, Umballa, Lahore, Shahpur and Dera Ismail Khan, but is sufficient elsewhere. Prices, especially of wheat, are rising in Hissar, Delhi, Umballa, Sialkot and Peshawar, falling in Shahpur, but are unchanged elsewhere. Wheat is selling from 15  $\frac{7}{16}$  to 20  $\frac{3}{4}$ , gram 18  $\frac{1}{2}$  to 25, barley 29, bulrush millet 19 to 24  $\frac{1}{2}$ , maize 25 to 34, great millet 25 and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 28th February.*—The weather is clear. The nights and mornings are still cool, but the days are growing warm. The threshing of the autumn crops has almost been completed and the pressing of sugarcane continues. The reaping of the spring crops is in full swing. The estimated outturn is 60 in Betul and Bhandara, and 90 to 105 in Mandla. In the northern half of Damoh crop prospects are gloomy. The demand for agricultural labour is improving in the Khurai tahsil of the Saugor district.

Recent showers have enabled the ploughing of fields for monsoon sowings to be commenced in Mandla. In Bilaspur a good deal of field embankment is being effected. The cheapest prices are—wheat  $19\frac{1}{2}$ , gram 30, rice 22 and *juar* 27 seers per rupee. The dearest prices are—wheat 12, gram 16, rice  $11\frac{7}{8}$  and *juar* 20 seers per rupee. Wheat is selling dearer than usual in Damoh, Hoshangabad, Betul and the Nagpur country.

**Burma.**—*For week ending 25th February.*—In Lower Burma threshing has been completed except in one or two districts. In Upper Burma sowing of the dry weather crops continues, harvesting of the pea and other miscellaneous crops has begun and ploughing for early wet weather paddy is progressing in Mandalay and Shwebo. Crop prospects continue unchanged. The price of paddy has fallen slightly in Rangoon and Thayetmyo and has risen in Tharrawaddy, Prome, Thongwa, Henzada, Thaton and Amherst.

**Assam.**—*For week ending 28th February.*—Rain fell in all districts except Goalpara. Land is under preparation for summer rice sowings in the Assam Valley districts and for lowland winter rice in Sylhet. Gathering of mustard and pulses, pruning of tea and pressing of sugarcane are in progress. Prospects of the mustard crop are fair and of sugarcane and pulses generally good. Fodder is scarce in the Naga, Khasi and Jaintia Hills and water insufficient in the two latter hill districts. Prices—common rice, Silchar, Sylhet, Dhubri, Gauhati, Tezpur and Nowgong 16, Sibsagar 13 and Lakhimpur  $13\frac{1}{2}$  seers per rupee.

**Mysore and Coorg.**—*For week ending 1st March.*—**MYSORE:** Prospects of the crops continue favourable. Paddy has been harvested in parts of Kolar, Tumkur, Mysore and Chitaldrug. Prices have fallen in Kolar, Hassan, Kadur and Shimoga.

**COORG:** The threshing of rice and coffee-picking continue in parts. Water and fodder for cattle are sufficient. Prices of food-grains are stationary.

**Berar and Hyderabad.**—*For week ending 1st March.*—The weather is warm. Harvesting of the winter crops continues and land is under preparation in all districts except Amraoti, for the ensuing rain crops. The fodder-supply is sufficient but a scarcity of water prevails in parts of three districts. Prices are fluctuating.

**HYDERABAD:** No rain fell during the week. Harvesting of the spring crops is progressing. The standing winter rice crop is in fairly good condition. Prices are falling. Prices—wheat  $9\frac{1}{2}$ , coarse rice  $10\frac{3}{4}$ , and *jawari*  $22\frac{1}{2}$  seers per current sicca rupee.

**Central India.**—*For week ending 1st March.*—No rain fell during the week. Agricultural operations have been completed in Bundelkhand and are in progress elsewhere. Pasturage is sufficient. Prices of food-grains are above normal in Bundelkhand and normal elsewhere. The condition of opium is good in Gwalior, Bhopal and Indore.

**Rajputana.**—*For week ending 1st March.*—Agricultural operations are progressing satisfactorily and the state of the crops is generally good. The spring crops have been damaged by blight and frost in Ajmere-Merwara, Kotah and Kerowlie. Cattle are generally in good condition. A scarcity of fodder prevails in parts of Sirohi, Marwar, Kherwara, Meywar, Haraoti, Ajmere, Jeypore and Bikanir. Prices are rising in two States, falling in Meywar and steady elsewhere. Emigration from the distressed Ajmere villages and from Merwara continues: 167 persons emigrated during the week. The total emigration from Merwara up to date amounts to 4,213 persons. 334 persons and 53 cattle have left Marwar for Sindh. The numbers employed on relief works were—243 in Ajmere, 4,278 in Merwara, and 1,036 in Marwar. Prices—Ajmere 19, Beawar 22, and Marwar 15 seers per rupee.



**Kashmir.**—*For week ending 28th February.*—The weather is fine. Prices continue below normal. The price of rice is 27 seers per rupee.

**JAMMU PROVINCE:** *For week ending 1st March.*—No rain fell during the week. The condition of the standing crops is generally fair. Fodder is sufficient. Prices are generally stationary, wheat selling at 18 and maize 24 seers per rupee.

**Nepal.**—*For week ending 25th February.*—No rain fell during the week. The wheat crop is in good condition. The price of rice is  $8\frac{1}{2}$  seers per rupee.

T. W. HOLDERNESS,  
*Secretary to the Government of India.*

GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR  
ENDING 31st DECEMBER 1898 AND THE CORRESPONDING PERIOD OF 1897.

DISTRICTS.	AVERAGE WAGES PER MONTH.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter, or Blacksmith.	
	1897.	1898.	1897.	1898.	1897.	1898.
	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.
<b>Burma—</b>						
<i>Tenasserim—</i>						
Mergui . . . . .	15 0 0	15 0 0	15 0 0	15 0 0	30 0 0	30 0 0
Tavoy . . . . .	10 0 0	10 0 0	15 0 0	15 0 0	25 0 0	25 0 0
Moulmein and Amherst . . . . .	17 0 0	17 0 0	12-0 to 15-0	12-0 to 15-0	12-0 to 45-0	12-0 to 45-0
<i>Pegu (deltaic)—</i>						
Pegu . . . . .	12 8 0	12 8 0	15 0 0	15 0 0	10 0 0	10 0 0
Rangoon . . . . .	15 0 0	15 0 0	12 0 0	12 0 0	45 0 0	45 0 0
Thongwa . . . . .	30 0 0	30 0 0	12 0 0	12 0 0	30 0 0	30 0 0
Bassein . . . . .	25 0 0	25 0 0	13 0 0	13 0 0	30 0 0	30 0 0
<i>Pegu (inland)—</i>						
Tharawadi . . . . .	15-0 to 20-0	15-0 to 20-0	12-0 to 15-0	12-0 to 15-0	30-0 to 45-0	30-0 to 45-0
Henzada . . . . .	15 0 0	15 0 0	12 0 0	12 0 0	22 0 0	22 0 0
Prome . . . . .	16 0 0	16 0 0	15 0 0	15 0 0	30 0 0	30 0 0
Toungoo . . . . .	14 0 0	14 0 0	14 0 0	14 0 0	30 0 0	30 0 0
Thayetmyo . . . . .	15 0 0	15 0 0	12 0 0	12 0 0	30 0 0	25 0 0
<i>Upper Burma—</i>						
Mandalay . . . . .	10 0 0	10 0 0	14 0 0	15 0 0	22 0 0	22 0 0
Bamo . . . . .	15 0 0	15 0 0	20-0 to 30-0	20-0 to 30-0	30-0 to 45-0	30-0 to 45-0
Pakokku . . . . .	15 0 0	15 0 0	14 0 0	14 0 0	15 0 0	15 0 0
Meiktila . . . . .	12 0 0	11 0 0	15 0 0	15 0 0	25 0 0	30 0 0
<i>Arakan—</i>						
Sandoway . . . . .	15 0 0	15 0 0	12 0 0	12 0 0	30 0 0	30 0 0
Kyaukpyu . . . . .	8-0 to 10-0	8-0 to 10-0	10-0 to 12-0	10-0 to 12-0	30 0 0	30 0 0
Akyab . . . . .	15-0 „ 20-0	15-0 „ 20-0	10-0 „ 12-0	10-0 „ 12-0	15-0 to 20-0	15-0 to 20-0
<b>Assam—</b>						
<i>Surma—</i>						
Sylhet . . . . .	8 0 0	8 0 0	7-0 to 9-0	7-0 to 9-0	13-0 to 30-0	13-0 to 30-0
Cachar . . . . .	7 8 0	7 8 0	7 8 0	7 0 0	10-0 „ 15-0	15-0 „ 16-0
<i>Hill tracts—</i>						
Khási and Jaintiá Hills . . . . .	11-0 to 20-0	11-0 to 22-8	7-0 to 10-0	8-0 to 12-0	12-0 to 60-0	15-0 to 60-0
Gáro Hills . . . . .	7 0 0	7 0 0	9-0 „ 12-0	9-0 „ 12-0	18-0 „ 30-0	18-0 „ 30-0
Manipur . . . . .	7-0 to 10-0	7-0 to 10-0	8-0 „ 10-0	8-0 „ 10-0	15-0 „ 25-0	15-0 „ 25-0
<i>Brahmaputra—</i>						
Goalpara . . . . .	7-8 to 9-8	7-8 to 9-8	8-0 to 10-0	8-0 to 10-0	15-0 to 30-0	15-0 to 30-0
Kámrúp . . . . .	12 0 0	10 0 0	15 0 0	12 0 0	35 0 0	35 0 0
Dacrang . . . . .	5-0 to 7-8	5-0 to 8-12	8-0 to 10-0	8-0 to 10-0	10-0 to 30-0	10-0 to 30-0
Nowgong . . . . .	9-0 „ 14-0	9-0 „ 13-0	10-0 „ 12-0	10-0 „ 12-0	11-0 „ 30-0	15-0 „ 30-0
Sibsagar . . . . .	6-0 „ 15-0	6-0 „ 15-0	8-0 „ 12-0	8-0 „ 12-0	15-0 „ 40-0	15-0 „ 45-0
Lakhimpur . . . . .	8-0 „ 11-0	8-0 „ 11-0	10-0 „ 14-0	10-0 „ 15-0	12-0 „ 60-0	12-0 „ 60-0
<b>Bengal—</b>						
<i>Eastern hill tracts—</i>						
Nágá Hills . . . . .	11-4 to 15-0	11-4 to 15-0	12-0 to 15-0	12-0 to 15-0	21-0 to 50-0	21-0 to 50-0



**WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 31st  
DECEMBER 1898 AND THE CORRESPONDING PERIOD OF 1897—continued.**

DISTRICTS.	AVERAGE WAGES PER MONTH.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter, or Blacksmith.	
	1897.	1898.	1897.	1898.	1897.	1898.
	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.
<b>Bengal—continued.</b>						
<i>Eastern—</i>						
Backerganj . . . . .	10-0 to 15-0	10-0 to 15-0	8-0 to 10-0	8-0 to 10-0	8-0 to 15-0	8-0 to 15-0
Noakhali . . . . .	7-0 „ 10-0	7 8 0	6-0 „ 8-0	7-0 „ 8-0	8-0 „ 20-0	10-0 „ 20-0
Chittagong . . . . .	12-0 „ 13-0	9-0 to 10-0	8 0 0	8 0 0	10-0 „ 15-0	10-0 „ 15-0
Tippera . . . . .	10 0 0	10 0 0	8 0 0	8 0 0	15 0 0	15 0 0
Dacca . . . . .	5-0 to 7-0	5-0 to 7-0	5-0 to 7-0	5-0 to 7-0	7-0 to 15-0	10-0 to 15-0
Maimensingh . . . . .	7 8 0	7 0 0	8 0 0	8 0 0	12-0 „ 14-0	12-0 „ 14-0
<i>Deltaic—</i>						
Khulna . . . . .	7-8 to 9-8	7-8 to 9-6	7-0 to 9-0	7-0 to 9-0	10-0 to 30-0	10-0 to 30-0
24 Parganas . . . . .	7 8 0	9 6 0	6-0 „ 8-0	7 0 0	12-0 „ 18-0	15-0 „ 22-8
Midnapur . . . . .	8 0 0	10 0 0	7 0 0	7 8 0	12-0 „ 18-0	12-0 „ 18-0
Howrah . . . . .	10 0 0	12 0 0	7-0 to 8-0	9-0 to 11-0	15-0 „ 20-0	16-0 „ 25-0
Calcutta . . . . .	...	...	8 0 0	8 0 0	18-0 „ 20-0	18-0 „ 20-0
Hooghly . . . . .	7 15 6	11 4 0	7 0 0	7 0 0	12-8 „ 25-0	14-0 „ 20-0
Nadia (Krishnagarh) . . . . .	5-0 to 6-0	7 8 0	6 0 0	6 0 0	10-0 „ 12-0	10-0 „ 15-0
Jessore . . . . .	6-0 „ 7-8	9-6 to 10-8	6-0 to 8-0	7-0 to 8-0	10-0 „ 15-0	15-0 „ 18-0
Faridpur . . . . .	8-0 „ 12-0	8-0 „ 12-0	7-0 „ 10-0	7-0 „ 10-0	8-0 „ 20-0	8-0 „ 20-0
<i>Central—</i>						
Bankura . . . . .	6-0 to 7-0	6-0 to 7-0	5 0 0	5 0 0	8-0 to 9-0	8-0 to 9-0
Bardwan . . . . .	7 0 0	8 0 0	6 0 0	6 4 0	12-0 „ 20-0	13-4 „ 15-0
Birbhum . . . . .	6-0 to 7-8	6-0 to 7-8	4-0 to 6-0	4-0 to 6-0	7-8 „ 12-0	7-8 „ 12-0
Murshidabad . . . . .	6 0 0	4 0 0	5-0 & 6-0	5-0 & 6-0	7-8 „ 12-0	12-0 „ 14-0
Santhal Parganas . . . . .	3-12 to 4-0	3-12 to 4-12	5-0 to 6-0	5-0 to 6-0	7-8 „ 15-0	9-6 „ 15-0
Pabna . . . . .	5-0 „ 7-0	5-0 „ 7-8	6-0 „ 8-0	6-0 „ 8-0	7-0 „ 20-0	7-0 „ 20-0
Bogra . . . . .	7 8 0	7 8 0	5-0 „ 7-0	5-0 „ 8-0	10-0 „ 20-0	10-0 „ 20-0
Rajshahi . . . . .	5-0 to 7-0	3-0 to 7-8	4-0 „ 6-0	4-0 „ 7-0	7-8 „ 16-0	5-0 „ 20-0
Malda . . . . .	7 0 0	6 0 0	6 0 0	6 0 0	12-0 „ 15-0	10-0 „ 15-0
<i>Northern—</i>						
Rangpur . . . . .	7 8 0	7 8 0	7 0 0	7 8 0	15-0 to 30-0	15 0 0
Dinajpur . . . . .	7 8 0	7 0 0	6-0 to 8-0	6 0 0	10-0 „ 20-0	10-0 to 25-0
Jalpaiguri . . . . .	7 8 0	7 8 0	8 0 0	8 0 0	15-0 „ 20-0	15-0 „ 20-0
<i>Hills—</i>						
Darjeeling . . . . .	3-0 to 5-0	8-0 to 9-0	7-0 to 10-0	8-0 to 10-0	10-0 to 25-0	12-0 to 30-0
<i>Orissa—</i>						
Puri . . . . .	6 0 0	6 0 0	6 0 0	6 0 0	9-0 to 11-0	9-0 to 11-0
Cuttack . . . . .	5 10 0	5 10 0	5 0 0	5 0 0	7-8 „ 11-4	7-8 „ 11-12
Balasore . . . . .	5-0 to 6-9	5-10 to 6-9	4-0 to 6-0	4-0 to 7-0	9-6 „ 15-0	9-6 „ 15-0
<i>Chota-Nagpur—</i>						
Singbhum . . . . .	4 0 0	4 0 0	7 0 0	7 0 0	7 8 0	12 0 0
Mánbhum . . . . .	4 11 0	4 11 0	5 8 0	6 0 0	10-8 to 11-4	11-4 to 15-0
Lohárdaga . . . . .	3 0 0	3 0 0	5 0 0	5 0 0	8 0 0	8 0 0
Palámau . . . . .	6 1 6	6 1 6	4-0 to 5-0	4-0 to 5-0	7-8 to 9-6	7-8 to 9-6
Hazáribágh . . . . .	4-0 to 6-0	4-0 to 6-0	5-0 „ 7-0	5-0 „ 7-0	6-8 „ 9-0	6-8 „ 9-0
<i>Bihár, South—</i>						
Monghyr . . . . .	4 0 0	4 0 0	4 0 0	4-0 to 6-0	8-0 to 10-0	6-0 to 10-0
Gaya . . . . .	5-10 to 6-0	5-0 to 6-0	3-8 to 4-8	3-8 „ 4-8	6-0 „ 10-0	6-0 „ 10-0
Patna . . . . .	4-0 „ 5-0	4-0 „ 5-0	4-8 „ 5-0	4-8 „ 5-0	6-0 „ 7-0	6-0 „ 7-0
Shahabad . . . . .	3 12 0	3 12 0	5 0 0	5-8 „ 6-0	5-8 „ 10-0	5-8 „ 10-0
<i>Bihár, North—</i>						
Purnea . . . . .	4-11 to 7-8	4-11 to 7-8	4-0 to 6-0	4-0 to 6-0	12-0 to 15-0	12-0 to 15-0
Ehágálpur . . . . .	5 0 0	6 8 0	5 0 0	5 0 0	6 0 0	6-0 „ 10-0
Darbhanga . . . . .	3 12 0	3 12 0	3-0 to 4-0	3-0 to 4-0	3-12 to 9-6	3-12 „ 9-6
Muzaffarpur . . . . .	3 0 0	3 0 0	4 0 0	4 0 0	7-0 „ 8-0	7-0 „ 8-0
Sáran . . . . .	3-12 to 5-10	3-12 to 4-11	4-0 to 8-0	4-0 to 8-0	7-8 „ 10-0	7-8 „ 10-0
Champáran . . . . .	4 0 0	4 0 0	4 0 0	4 0 0	6 0 0	7 0 0

**WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 31st  
DECEMBER 1898 AND THE CORRESPONDING PERIOD OF 1897—continued.**

DISTRICTS.	AVERAGE WAGES PER MONTH.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter, or Blacksmith.	
	1897.	1898.	1897.	1898.	1897.	1898.
	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.
<b>N.-W. Provinces—</b>						
<i>Eastern—</i>						
Mirzapur . . . . .	4 0 0	4 0 0	5 0 0	5 0 0	8 0 0	8 0 0
Benares . . . . .	3 12 0	3 12 0	3 8 0	3 8 0	5 10 0	5 10 0
Ghazipur . . . . .	3 0 0	3 0 0	4 0 0	4 0 0	7 8 0	7 8 0
Jaunpur . . . . .	3 8 0	3 8 0	4 0 0	4 0 0	7 8 0	7 8 0
Allahabad . . . . .	3 3 0	3 1 9	3 13 4	3 12 10	7 1 2	7 0 8
<i>Central—</i>						
Banda . . . . .	3 0 0	3 0 0	4 0 0	4 0 0	7 0 0	8 0 0
Fatehpur . . . . .	2 15 8	3 1 6	4 0 0	4 0 0	5-10 to 7-6	5-10 to 7-6
Hamirpur . . . . .	3 4 0	3 2 0	4 3 0	4 1 0	6 14 0	6 6 6
Jalaun . . . . .	3 5 8	3 5 8	4 8 0	4 8 0	7 0 0	7 0 0
Cawnpore . . . . .	4-0 & 5-0	3-7 & 5-0	5-0 & 6-0	4-5 to 6-0	7-8 & 9-6	7-8 & 9-6
Jhansi . . . . .	3 8 0	3 7 0	5 0 0	5 0 0	8 3 0	8 0 0
Etawah . . . . .	5 0 0	5 0 0	5 0 0	5 0 0	10 0 0	10 0 0
Farukhabad . . . . .	4-0 to 4-6	3-8 to 4-0	4-8 to 5-0	4-0 to 5-0	8-0 to 8-4	8-0 to 8-4
Mainpuri . . . . .	5 0 0	5 0 0	5 0 0	5 0 0	8 0 0	8 0 0
Etah . . . . .	5 0 0	5 0 0	5 0 0	5 0 0	9-0 & 10-5	9-0 to 10-8
<i>Western—</i>						
Meerut . . . . .	4 8 0	4 8 0	4 9 4	4 10 8	10 8 0	10 8 0
Agra . . . . .	4-0 to 5-0	4-0 to 5-0	5-0 to 6-0	5-0 to 6-0	8-0 to 10-0	8-0 to 10-0
Muttra . . . . .	5 10 0	5 10 0	5 0 0	5 0 0	9 4 0	9 4 0
Aligarh . . . . .	4-0 & 5-0	4-0 & 5-0	5 0 0	5 0 0	10-0 to 15-0	10-0 to 15-0
Bulandshahr . . . . .	4-0 „ 5-0	5 0 0	4-0 & 5-0	5 0 0	8-0 & 10-0	10 0 0
<i>Submontane, East—</i>						
Ballia . . . . .	3 12 0	3 12 0	4 0 0	4 0 0	7 8 0	7 8 0
Azamgarh . . . . .	3 0 0	2 15 11	3 15 0	3 14 11	7 0 0	6 9 6
Gorakhpur . . . . .	3 2 11	3 2 11	3-0 & 3-12	3-0 & 3-12	7-3-10 to 7-10-5	7-3-12 to 7-10-5
Basti . . . . .	3 12 0	3 12 0	4-0 to 5-0	4-0 to 5-0	8-0 „ 12-0	8-0 to 12-0
<i>Submontane, West—</i>						
Shahjahanpur . . . . .	2-0 to 3-0	2-0 to 3-0	3-8 to 6-0	3-8 to 6-0	7-0 to 10-0	7-0 to 10-0
Budaun . . . . .	3 4 0	3 8 0	4 0 0	4 0 0	7 8 0	7 8 0
Pilibit . . . . .	3 8 6	3 12 0	3 12 0	4 0 0	8 2 0	8 0 0
Bareilly . . . . .	3 3 3	3 4 5	4 12 3	4 9 0	7 10 4	8 0 9
Moradabad . . . . .	5 0 0	5 0 0	5 4 0	5 4 0	10 0 0	10 0 0
Bijnor . . . . .	2-2 to 5-0	3-0 to 5-0	5 0 0	5 0 0	7-8 to 9-6	8-0 to 9-12
Muzaffarnagar . . . . .	4-0 & 4-8	4-0 & 4-8	4-0 & 5-0	4-0 & 5-0	11-0 & 12-0	11-0 & 12-0
Saharanpur . . . . .	5-0 „ 6-0	5 0 0	5-0 „ 6-0	5-0 „ 6-0	10-0 „ 12-0	10-0 „ 12-0
Dehra-Dun . . . . .	6-0 to 7-0	6-0 to 7-0	5-0 to 7-0	5-0 to 7-0	12-0 to 15-0	12-0 to 15-0
<i>Hills—</i>						
Naini Tal . . . . .	5 0 0	5 0 0	6 0 0	6 0 0	10 0 0	10 0 0
Almora . . . . .	4-0 to 8-0	4-0 to 8-0	5-0 to 6-0	5-0 to 6-0	10-0 to 12-0	10-0 to 12-0
Garhwál . . . . .	4-11 & 5-10	4-11 „ 5-10	5-0 „ 6-0	5-0 „ 6-0	7-8 „ 15-0	7-8 „ 15-0
<b>Oudh—</b>						
<i>Southern—</i>						
Partabgarh . . . . .	3 0 0	3 0 0	3 8 0	3 8 0	6 0 0	6 0 0
Sultanpur . . . . .	3 0 0	3 0 9	4 0 0	4 0 0	7 8 0	7 4 3
Rae-Bareilly . . . . .	4 3 0	4 3 0	4 8 0	4 8 0	7 13 6	7 12 0
Unao . . . . .	3-0 & 4-0	3-0 & 4-0	4-0 & 4-8	4-0 & 4-8	7-8 & 8-8	7-8 & 8-8
Lucknow . . . . .	3 8 0	3 8 0	4 0 0	4 0 0	7 8 0	7 8 0
Hardoi . . . . .	3 7 0	3 7 0	4 0 0	4 4 0	7 12 0	7 14 0
<i>Northern—</i>						
Fyzabad . . . . .	1-14 to 4-0	1-14 to 3-12	4 0 0	4 0 0	5-10 to 7-8	5-10 to 7-8
Barabanki . . . . .	3 12 0	3 12 0	4 0 0	4 0 0	7 8 0	7 8 0
Gonda . . . . .	2 6 0	2 6 0	3 2 0	3 8 0	7 6 0	8 0 0
Bahraich . . . . .	3 0 0	3 0 0	4-0 to 5-0	4-0 to 5-0	8-0 to 10-0	8-0 to 10-0
Sitapur . . . . .	3 0 0	3 0 0	3 8 0	3 8 0	6 6 0	6 6 0
Kheri . . . . .	2 12 4	2 12 0	4 0 0	4 0 0	8 0 0	8 0 0
<b>Rajputana—</b>						
<i>Eastern—</i>						
Partabgarh . . . . .	7 8 0	7 8 0	5 10 0	5 10 0	15-0 to 16-14	15-0 to 16-14
Banswara . . . . .	5 0 0	5 0 0	5 0 0	5 0 0	11-4 „ 18-12	11-4 „ 18-12
Meywar (Udaipur) . . . . .	4-0 to 6-0	4-0 to 6-0	5-8 to 6-0	6-0 to 8-0	22-0 „ 35-0	22-0 „ 25-0
Hilly Tracts of Meywar (Dungarpur) . . . . .	5 4 0	5 0 0	4 9 0	5 4 0	9-6 „ 15-0	12-3 „ 15-0



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DISTRICTS.	AVERAGE WAGES PER MONTH.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter, or Blacksmith.	
	1897.	1898.	1897.	1898.	1897.	1898.
	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.
<b>Rajputana—contd.</b>						
<i>Eastern—contd.</i>						
Sirohi . . . . .	5 6 0	5-0 & 6-0	5 6 0	5-0 & 6-0	15 0 0	15 0 0
Erinpura . . . . .	...	6 0 0	6 0 0	...	12 0 0	12 0 0
Ajmere . . . . .	4-11 to 7-8	4-11 to 7-8	5-0 to 8-0	5-0 to 8-0	7-8 to 15-0	7-8 to 15-0
Abu . . . . .	7 8 0	7 0 0	6 5 0	6-0 & 7-0	8-12 „ 22-8	18-12 & 22-8
Kishengarh . . . . .	4-0 to 5-0	4-0 to 5-0	5-0 to 7-0	5-0 to 7-0	9-0 „ 28-0	9-0 to 30-0
Bundi . . . . .	5 10 0	5 10 0	5 10 0	5 10 0	7-8 „ 15-0	7-8 „ 11-4
Kotah . . . . .	4 0 0	4 0 0	4 0 0	4 0 0	7-8 „ 8-0	7-8 „ 8-0
Jhallawar . . . . .	4-0 to 5-0	4-0 to 5-0	4-0 to 7-0	4-0 to 7-0	5-0 „ 30-0	5-0 „ 30-0
Tonk . . . . .	3 12 0	3 12 0	3 12 0	3 12 0	7 8 0	3-12 „ 7-8
Jaipur . . . . .	2-13 to 3-12	2-13 to 3-12	3-8 to 6-0	3-8 to 6-0	7-8 to 11-4	7-8 „ 11-4
Kerauli . . . . .	4 0 0	2 8 0	...	...	6-0 „ 8-0	6-0 to 8-0
Dholpur . . . . .	1-14 to 4-11	1-14 to 4-11	...	...	5-10 „ 20-0	5-10 „ 20-0
Bhartpur . . . . .	2-8 „ 4-0	2-8 „ 4-0	...	...	4-0 „ 17-0	4-0 „ 17-0
Alwar . . . . .	2-13 „ 4-11	2-5-6 „ 5-10-0	...	...	8-7 „ 11-4	5-10 „ 15-0
Deoli Cantonment . . . . .	...	5 10 0	...	...	9 6 0	7 8 0
Nasirabad Cantonment . . . . .	7 8 0	7 8 0	7-0 to 9-0	7-0 to 9-0	10-0 to 15-0	10-0 to 15-0
Bálmér . . . . .	5 10 0	6 0 0	...	...	9 6 0	10 0 0
Anádra . . . . .	7 8 0	7 0 0	6 0 0	...	...	...
Shahpura . . . . .	4 11 0	5 10 0	3 12 0	5 10 0	7-8 to 9-6	7-8 to 11-4
<b>Western—</b>						
Jodhpur . . . . .	4 11 0	5 0 0	5 10 0	6 0 0	15 0 0	15 0 0
Jaisalmer . . . . .	8-2 to 14-1	8-0 & 14-0	6 0 0	6 0 0	15 0 0	15 0 0
Bikaner . . . . .	4 11 0	4 11 0	4 3 6	4 3 6	9-6-0 to 12-6	9-6-0 to 12-0-9
<b>Central India—</b>						
Indore . . . . .	5 0 0	5-0 to 6-0	7 0 0	6-0 to 7-0	15 0 0	15 0 0
Nimach Cantonment . . . . .	6 0 0	6 0 0	7 0 0	7 0 0	13 0 0	13 0 0
Gwalior . . . . .	5 2 0	4-11 to 5-10	4-0 to 6-0	4-0 to 6-0	9-6 to 15-0	7-8 to 15-0
<b>Panjab—</b>						
<i>Southern—</i>						
Hissar . . . . .	6 0 0	6 0 0	5 0 0	5 0 0	10 0 0	10 0 0
Ferozpur . . . . .	7 8 0	6 0 0	6 0 0	6 0 0	16 14 0	19 0 0
<i>Central—</i>						
Lahore . . . . .	6 0 0	6 0 0	7 0 0	6 0 0	18 12 0	17 7 0
Gujránwála . . . . .	5 8 0	5 0 0	5 8 0	5 8 0	13 8 0	18 8 0
Gujrát . . . . .	5 0 0	4 0 0	6 0 0	4 0 0	15 0 0	14 0 0
Jhelam . . . . .	5 10 0	6 0 0	7 0 0	7 0 0	18 12 0	22 8 0
<i>South-eastern—</i>						
Gurgáon . . . . .	6 8 0	5 10 0	5 8 0	4 8 0	12 8 0	15 0 0
Delhi . . . . .	7 8 0	5 10 0	5 10 0	5 10 0	13 2 0	13 2 0
Rohtak . . . . .	6 0 0	6 0 0	6 0 0	6 0 0	9 5 4	9 5 4
Karnál . . . . .	7 8 0	7 8 0	7 0 0	7 0 0	15 0 0	15 0 0
<i>Submontane—</i>						
Ambala . . . . .	7 8 0	7 8 0	6 8 0	6 0 0	13 8 0	12 6 0
Ludhiána . . . . .	6 0 0	7 8 0	6 0 0	6 8 0	12 0 0	13 8 0
Jalandhar . . . . .	5 0 0	6 0 0	6 0 0	6 0 0	10 0 0	13 0 0
Hoshiárpur . . . . .	5 0 0	5 0 0	6 0 0	6 0 0	10 0 0	10 0 0
Gurdáspur . . . . .	7 8 0	6 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Amritsar . . . . .	8 0 0	8 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Siálkot . . . . .	6 0 0	6 0 0	6 0 0	6 0 0	15 0 0	15 0 0
<i>Hills—</i>						
Simla . . . . .	7 8 0	7 8 0	6 2 0	6 1 6	20 0 0	20 0 0
Kangra . . . . .	8 0 0	8 0 0	6 0 0	6 0 0	15 8 0	15 0 0
<i>Northern—</i>						
Ráwalpindi . . . . .	6 9 0	7 0 0	6 9 0	7 0 0	23 2 0	24 5 4
Hazára . . . . .	7 0 0	7 10 8	7 8 0	7 8 0	22 8 0	22 8 0
Pesháwar . . . . .	4 8 0	5 8 0	7 8 0	7 0 0	22 0 0	21 0 0
Kohát . . . . .	12 0 0	10 0 0	10 0 0	9 8 0	22 0 0	22 0 0
Bannu . . . . .	6 0 0	6 0 0	6 0 0	6 0 0	15 13 4	15 13 4

**WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 31st  
DECEMBER 1898 AND THE CORRESPONDING PERIOD OF 1897—continued.**

DISTRICTS.	AVERAGE WAGES PER MONTH.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter, or Blacksmith.	
	1897.	1898.	1897.	1898.	1897.	1898.
	Rs a. p.	Rs a. p.	Rs a. p.	Rs a. p.	Rs a. p.	Rs a. p.
<b>Panjab—contd.</b>						
<i>Western—</i>						
Sháhpur . . . . .	6 0 0	3 0 0	6 0 0	6 0 0	13 8 0	11 0 0
Jhang . . . . .	7 0 0	10 0 0	7 0 0	7 0 0	20 0 0	17 8 0
Multan . . . . .	9 0 0	12 0 0	7 0 0	7 0 0	23 10 8	20 0 0
Montgomery . . . . .	7 0 0	11 8 0	6 0 0	6 0 0	17 8 0	17 8 0
Dera Ismael Khan . . . . .	5 0 0	8 0 0	6 0 0	7 0 0	21 4 0	23 0 0
Muzaffargarh . . . . .	7 8 0	8 0 0	7 8 0	8 0 0	22 8 0	17 8 0
Dera Ghazi Khan . . . . .	4 0 0	4 0 0	6 0 0	6 0 0	15 0 0	15 0 0
<b>Sind and Baluchistan—</b>						
Karáchi . . . . .	12-0 to 15-0	12-0 to 18-0	10-0 to 12-0	10-0 to 12-0	30-0 to 45-0	30-0 to 45-0
Hyderabad . . . . .	12 0 0	7 0 0	12 0 0	9 0 0	25-0 „ 35-0	30 0 0
Thar and Parkar (Umarkot) . . . . .	12 0 0	12 0 0	8 0 0	8 0 0	30 0 0	30 0 0
Shikárpur . . . . .	12 0 0	12 0 0	10 0 0	11 0 0	25-0 to 35-0	30-0 to 35-0
Upper Sind Frontier . . . . .	9 0 0	9 0 0	9 0 0	9 0 0	22-8 „ 30-0	22-8 „ 30-0
Quetta . . . . .	15 0 0	15 0 0	10-0 to 15-0	10-0 to 15-0	30-0 „ 40-0	30-0 „ 40-0
<b>Bombay—</b>						
<i>Konkan—</i>						
Karwar . . . . .	7 0 0	8 0 0	10 0 0	10 0 0	18-12 to 22-8	20-0 to 25-0
Ratnágiri . . . . .	7 8 0	7 8 0	11 4 0	11 4 0	11-4 „ 15-0	11-4 „ 15-0
Alibág . . . . .	7 8 0	7 0 0	12 0 0	10 0 0	22-8 „ 30-0	15-0 „ 30-0
Bombay . . . . .	11 0 0	11 0 0	9 8 0	9 8 0	27-8 „ 42-0	27-8 „ 42-0
Tanna . . . . .	7 8 0	7 8 0	10 0 0	10 0 0	22-8 „ 30-0	22-8 „ 30-0
<i>Deccan—</i>						
Dhárwar . . . . .	8 0 0	7 8 0	7 8 0	7 8 0	15-0 to 20-0	15-0 to 20-0
Belgaum . . . . .	6 0 0	5 12 0	7 12 0	7 12 0	14 0 0	14 0 0
Satara . . . . .	7 8 0	6 0 0	8 0 0	10 0 0	15 0 0	12-0 to 15-0
Sholapur . . . . .	6 0 0	7 0 0	8 0 0	8 0 0	22 0 0	20 0 0
Bijapur . . . . .	7 8 0	5 10 0	10 0 0	8 0 0	22-8 to 30-0	15-0 to 22-8
Poona . . . . .	7-0 to 8-0	7-0 to 8-0	7-0 to 10-0	7-0 to 10-0	15-0 „ 30-0	15-0 „ 30-0
<i>Khandesh—</i>						
Ahmadnagar . . . . .	6 0 0	5 0 0	8 0 0	8 0 0	15-0 to 30-0	15-0 to 30-0
Násik . . . . .	8 0 0	8 0 0	8 0 0	8 0 0	15-0 „ 26-4	15-0 „ 26-4
Dhulia . . . . .	7 8 0	7 8 0	8 0 0	8 0 0	22-8 „ 26-4	22 8 0
<i>Gujarat—</i>						
Surat . . . . .	10-0 to 12-0	10-0 to 12-0	7-0 to 10-0	7-0 to 10-0	22-0 to 30-0	20-0 to 30-0
Broach . . . . .	8 0 0	7 0 0	8 0 0	7 0 0	17-0 „ 30-0	15-0 „ 30-0
Kaira . . . . .	4 13 6	4 13 6	9 0 0	9 0 0	9-11 „ 19-6	9-11 „ 19-6
Baroda Cantonment . . . . .	7 8 0	7 8 0	7 0 0	7 0 0	18-12 „ 22-8	18-12 „ 22-8
Ahmadabad . . . . .	7 0 0	7 8 0	8 0 0	8 0 0	22 8 0	22 8 0
Godhra . . . . .	5 10 0	5 10 0	7 0 0	7 0 0	15-0 to 25-0	15-0 to 22-8
Dias Cantonment . . . . .	5 13 0	5 13 0	8 0 0	8 0 0	19 6 0	19 6 0
<i>Káthiawár—</i>						
Rájkot . . . . .	10 0 0	9 6 0	8 0 0	7 0 0	15-0 to 22-8	22 8 0
<b>Central Provinces—</b>						
<i>Western—</i>						
Nimár . . . . .	5 0 0	6 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Khandwa . . . . .	6 0 0	6 0 0	...	...	15 0 0	15 0 0
Hoshangabad . . . . .	6 0 0	5 0 0	6 0 0	6 0 0	12-0 to 15-0	15 0 0
Betul . . . . .	4 0 0	4 0 0	6 0 0	6 0 0	15-0 „ 18-12	15-0 to 20-0
Chhindwára . . . . .	3 0 0	4 0 0	6 0 0	8 0 0	15 0 0	17 8 0
Nagpur . . . . .	5 0 0	5 0 0	7 0 0	7 0 0	15 0 0	15 0 0
Wardha . . . . .	5 10 0	5 10 0	6 0 0	7 0 0	15-0 to 18-12	15-0 to 20-0



**WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 31st  
DECEMBER 1898 AND THE CORRESPONDING PERIOD OF 1897—continued.**

DISTRICTS.	AVERAGE WAGES PER MONTH.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter, or Blacksmith.	
	1897.	1898.	1897.	1898.	1897.	1898.
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
<b>Central Provinces—contd.</b>						
<i>Central—</i>						
Narsinghpur . . . . .	5 0 0	5 0 0	6 0 0	5 0 0	12 0 0	12 0 0
Saugor . . . . .	4 0 0	4 0 0	6 0 0	5 0 0	10 0 0	10-0 to 12-0
Damoh . . . . .	5 0 0	5 0 0	7 0 0	6 0 0	12 0 0	12 0 0
Jubbulpore . . . . .	3 8 0	3 8 0	5 8 0	5 8 0	10 0 0	8-0 to 12-0
Mandla . . . . .	2 8 0	3 0 0	6 0 0	6 0 0	10-0 to 15-0	12 0 0
Seoni . . . . .	4 0 0	5 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Bálághát . . . . .	3 8 0	5 10 0	5 8 0	5 0 0	12-0 to 15-0	11-0 to 15-0
Bhandára . . . . .	4 0 0	4 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Chánda . . . . .	5 0 0	5 0 0	5 0 0	6 0 0	9-0 to 13-8	10-0 to 15-0
<i>Eastern—</i>						
Biláspur . . . . .	4 0 0	4 0 0	6 0 0	6 0 0	10 0 0	15 0 0
Raipur . . . . .	4 0 0	4 0 0	4 0 0	6 0 0	15 0 0	10 0 0
Sambalpur . . . . .	3 0 0	2 2 0	7 0 0	4 0 0	15 0 0	12 0 0
<b>Berar—</b>						
Buldána . . . . .	5 8 0	5 0 0	7 0 0	7 0 0	22 0 0	22 0 0
Básim . . . . .	7 8 0	5 10 0	6 0 0	6 0 0	16 0 0	16 14 0
Akola . . . . .	7 8 0	7 8 0	5 10 0	7 8 0	22 8 0	21 0 0
Ellichpur . . . . .	6 9 0	6 0 0	7 8 0	6 0 0	20 0 0	18 0 0
Amráoti . . . . .	7 0 0	7 8 0	6 0 0	7 0 0	18 11 0	19 0 0
Wun . . . . .	5 0 0	5 0 0	6 0 0	7 8 0	15 0 0	15 0 0
<b>Nizam's Territories—</b>						
Secunderabad . . . . .	9-0 to 10-0	9-0 to 10-0	8-0 to 9-0	8-0 to 9-0	22-0 to 25-0	22-0 to 25-0
Boláram . . . . .	...	...	6-0 " 8-0	6-0 " 8-0	11-4 " 22-8	15-0 " 30-0
Chadarghát . . . . .	7 2 0	7 2 0	8 0 0	8 0 0	15 0 0	15 0 0
<b>Madras—</b>						
<i>Malabar Coast—</i>						
Malabar . . . . .	7 12 0	7 12 0	7 12 0	7 12 0	15-5 to 16-13	15-5 to 16-13
S. Canara . . . . .	8 7 0	8 7 0	6 12 0	6 12 0	16-14 " 18-12	16-14 " 18-12
<i>South, Central—</i>						
Coimbatore . . . . .	4 11 0	4 6 0	6 5 0	6 5 0	16-4 to 18-12	16-4 to 18-12
Nilgiris . . . . .	7 8 0	7 8 0	8 12 0	8 12 0	23 12 0	23 12 0
Salem . . . . .	3 13 0	4 3 0	5 5 0	5 11 0	12-0 to 12-11	12-0 to 13-11
<i>Central—</i>						
Bellary . . . . .	6 4 0	6 4 0	7 0 0	6 8 0	13-12 to 20-10	16-14 to 18-12
Anantapur . . . . .	5 0 0	5 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Cuddapah . . . . .	7 8 0	7 8 0	7 8 0	7 8 0	15 0 0	15 0 0
Karnul . . . . .	5 10 0	5 10 0	6 0 0	6 0 0	15-0 to 18-12	15-0 to 18-12
<i>East Coast, north—</i>						
Ganjam . . . . .	5 2 0	5 2 0	5 8 0	5 8 0	9-12 to 11-12	9-12 to 11-12
Vizagapatam . . . . .	4 11 0	4 11 0	5 8 0	5 4 0	11-6 " 13-9	11-4 " 13-5
Godávári . . . . .	5 13 0	5 13 0	6 3 0	6 3 0	16-5 " 16-11	16-5 " 16-11
<i>East Coast, central—</i>						
Kistna . . . . .	7 3 0	7 3 0	7 5 0	7 5 0	17-4 to 19-9	17-4 to 19-4
Nellore . . . . .	6 0 0	6 0 0	6 12 0	6 12 0	15-0 " 17-8	15-0 " 17-8
<i>East Coast, south—</i>						
Madras . . . . .	6 0 0	6 0 0	6 8 0	6 8 0	13-0 to 16-0	13-0 to 16-0
Chingleput . . . . .	4 15 0	4 15 0	5 4 0	5 4 0	13-8 " 16-6	13-8 " 16-6
N. Arcot . . . . .	6 3 0	6 2 0	6 0 0	6 3 0	15-3 " 16-11	15-3 " 17-13
S. Arcot . . . . .	5 11 0	5 4 0	6 3 0	6 3 0	13-10 " 14-9	12-11 " 13-10
Tanjore . . . . .	6 1 0	6 4 0	6 10 0	6 10 0	15-12 " 16-11	15-15 " 16-14
Trichinopoly . . . . .	6 0 0	5 13 0	7 0 0	7 0 0	13-2 " 15-0	13-2 " 15-0

**WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 31st  
DECEMBER 1898 AND THE CORRESPONDING PERIOD OF 1897—concluded.**

DISTRICTS.	AVERAGE WAGES PER MONTH.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter, or Blacksmith.	
	1897.	1898.	1897.	1898.	1897.	1898.
	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.
<b>Madras—contd.</b>						
<i>Southern—</i>						
Tinnevely . . . . .	5 4 0	5 4 0	6 11 0	6 11 0	12-7 to 14-13	12-7 to 14-13
Madura . . . . .	5 11 0	5 12 0	5 14 0	6 2 0	13-2 „ 13-7	13-15 „ 14-1
<b>Mysore—</b>						
Mysore . . . . .	7 0 0	22 8 0	7 0 0	9 0 0	15 0 0	15-0 to 30-0
Bangalore . . . . .	28-0 to 30-0	22-8 to 30-0	7-0 to 12-0	7-0 to 8-0	15-0 to 30-0	15-0 „ 30-0
Kolar . . . . .	5 0 0	15-0 „ 20-0	7 0 0	8 0 0	26 4 0	22-8 „ 30-0
Tumkur . . . . .	7 8 0	7 8 0	6 0 0	6 0 0	15-0 to 25-0	15-0 „ 25-0
Hassan . . . . .	3-12 to 7-8	3-12 to 7-8	8 0 0	8 0 0	23-4 „ 31-0	22-8 „ 30-0
Kadur . . . . .	7-0 „ 8-0	15-0 „ 20-0	8-0 to 9-0	8-0 to 15-0	22-8 „ 30-0	22-8 „ 30-0
Shimoga . . . . .	2-8 „ 5-0	2-8 „ 5-0	30-0 „ 8-0	3-0 „ 8-0	10-0 „ 20-0	10-0 „ 25-0
Chitaldrug . . . . .	9 11 0	5 0 0	9 11 0	7-0 „ 8-0	26-4 „ 30-0	20-0 „ 30-0
<b>Coorg—</b>						
Coorg . . . . .	7-8 to 10-0	7-8 to 10-0	9-0 to 10-0	9-0 to 11-0	22 8 0	22 8 0
<b>Aden . . . . .</b>	...	...	10-0 „ 15-0	10-0 „ 15-0	30-0 to 37-8	30-0 to 37-8

J. A. ROBERTSON,  
*Offg. Director-General of Statistics.*

H. H. RISLEY,  
*Offg. Secretary to the Government of India.*

FINANCE AND COMMERCE DEPARTMENT.  
*March 3, 1899.*



GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

COMMUNICATES REMARKS ON THE PROGRESS REPORT OF THE IMPERIAL  
FOREST SCHOOL, DEHRA DUN, FOR 1897-98.

Circular No. 5—213-2F.

*Extract from the Proceedings of the Government of India, in the Department of Revenue and Agriculture (Forests): dated Calcutta, the 25th February 1899.*

READ Circular No. 19F., dated the 18th October 1897, communicating remarks on the Administration Report of the Imperial Forest School, Dehra Dun, for the year 1896-97.

Read also—

- (i) Report of the Forest School for 1897-98.
- (ii) Letter from the Inspector-General of Forests, No. 1207, dated the 3rd October 1898, submitting the above Report.

RESOLUTION.

From the commencement of the year until the 10th January 1898 the Directorship of the School was in the hands of Mr. J. W. Oliver, who was on that date relieved by Mr. J. S. Gamble, M. A., on his return from furlough. Mr. F. Gleadow continued to hold the post of Deputy Director throughout the year, and Mr. A. F. Gradon that of 1st Instructor. Mr. B. B. Osmaston continued to fulfil the duties of 2nd Instructor until the 18th April, and his successor, Mr. A. M. F. Caccia, was appointed 2nd Instructor on the 6th May. Babu Upendra Nath Kanjilal held the appointment of Vernacular Instructor throughout the year, except from the 2nd April to end of June, when he was on privilege leave.

The School staff was also assisted by the Director, Botanical Department, Northern India, the Assistant Agricultural Chemist to the Government of India, and the officers of the School Circle. Honoraria to the amount of R710 were sanctioned for officers, not members of the School staff, who assisted in the teaching during the previous year.

2. The total number of students attending the School was 65, as against 75 in the previous year and 83 in the year 1895-96. Of these, 50 were in the Upper class and 15 in the Lower; whilst of the 50 students in the Upper class, 7 were students already in the Government service, 14 were private students in receipt of a stipend, 20 were private students without stipends, and 9 were students deputed from Native States. The Government of India view with some concern the steady decrease in the total number of students attending the School course. In 1893-94 the number stood at 106, and the attendance during the year under notice has, therefore, been 41 less than in that year. From Resolution No. X passed by the Board of Control of 1898, it appears that 40 students in the Upper class and 10 in the Lower is the number that can be properly admitted in any one year, i.e., that the attendance may be 100. It is evident, therefore, that the attendance at the School has fallen below what it might with advantage be. The reason clearly is the restricted grant of stipends. Of the new students admitted to the School during the year, private students without stipends formed 49 per cent. of the total, whereas in 1891 they formed only 21 per cent. This is satisfactory, but more students than come forward at present can and ought to be taught at the School. It will be necessary to carefully watch the attendance during the next few years, and not to permit it to fall below the number required for the recruitment of the service.

3. It is noticed with much satisfaction that Native States continue to send students to the School in fair numbers, and that many former students of the School are doing good work, not only in the Government of India Forest Department but in the service of Native States.

4. All the students in the Lower class passed, but of the students in the Upper class no less than 8, or 30 per cent., failed to obtain a certificate. The Government of India, though regretting the number of failures, are glad to see that suitable strictness is observed in granting certificates only to competent men. They consider, however, that candidates who, either from lack of previous training or from idleness, are unlikely to pass the final examination, should be remanded under Rule 28(5) of the School rules.

5. It is hoped that the effect given to Resolutions Nos. VIII and X of the Board of Control for 1897, whereby a stricter examination in English and a preliminary course of practical training in the forest is involved, will result in the improved educational qualifications of the students.

6. The account given in the Director's Report of the various tours undertaken and the work done by the students has been read with interest, and shows that the teaching of practical work in the forests is duly attended to. The fact that the "Brandis Prize" has again not been awarded is noticed with regret, and the want of further specimens for the School herbarium and museum is observed. The Inspector-General of Forests has been asked to bring these matters to the notice of Local Governments and Conservators.

7. The Government of India are pleased to observe that the members of the School staff have performed their duties to the Director's satisfaction, and to record their appreciation of Mr. Oliver's and Mr. Gamble's efficient management of the School. The latter officer has now relinquished the post of Director of the School, and intends shortly to retire from the service, of which he has been a member for 27 years. He has been Director for eight years, and it is mainly due to his able management that the Forest School has reached its present high standard. The Government of India desire to record their thanks to Mr. Gamble for the excellent work he has done at the School, and for the great services he has rendered to Indian forestry by the many important scientific publications associated with his name. The *Manual of Indian Timbers* is recognised in India and in Europe as the standard work on the subject of which it treats, and as a monument of laborious research and wide and accurate botanical knowledge.

ORDER.—Ordered that the above Resolution be published in the *Supplement to the Gazette of India*, and that copies be forwarded, for information, to the Governments of Madras and Bombay, the Local Governments and Administrations noted in the margin, the Department of Finance and Commerce, and the Comptroller and Auditor General; also to the Inspector-General of Forests for information and guidance and for communication to the Director of the Forest School and the Superintendent of Forest Surveys.

Ordered, further, that a copy, with copies of the Report, be forwarded to the Foreign Department for communication to the Nizam's Government and to the Mysore, Jodhpur, Kashmir, Jeypore, and Rewah Darbars.

[True Extract.]

T. W. HOLDERNESS,  
*Secretary to the Government of India.*

Bengal.  
North-Western Pro-  
vinces and Oudh.  
Punjab.  
Burma.  
Central Provinces.

Assam.  
Coorg.  
Ajmere.  
Andamans.  
Baluchistan.  
Hyderabad.

*ment to the Gazette of India*, and that copies be forwarded, for information, to the Governments of Madras and Bombay, the Local Governments and Admin-  
istrations noted in the margin, the De-



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 19TH  
FEBRUARY, 1898, AND FROM 1ST JANUARY TO 18TH FEBRUARY, 1899.

N.B.—As regards the figures in column *Total Earnings from 1st January 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile during the first half of 1898.	WEEK ENDING 19TH FEBRUARY, 1898.				WEEK ENDING 18TH FEBRUARY, 1899.				Earnings from 1st January to 19th February, 1898.	Earnings from 1st January to 18th February, 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.													
Standard gauge—													
East Indian . . . . .	694	1,740	12,89,607	741	1,745	12,76,000	731	88,11,175	86,66,000	...	1,45,175	...	...
Bengal Central . . . . .	162	125	18,936	151	125	17,500	140	1,45,184	1,41,000	...	4,184	...	...
Bengal-Nagpur . . . . .	181	862	1,57,674	183	1,186	1,78,000	150	10,25,540	12,35,000	2,09,460	...	...	...
Indian Midland (including Bhopal-Itarsi) . . . . .	171	752	1,38,984	185	868	1,36,000	157	9,40,999	9,94,000	53,001	...	...	...
Bezawda Extn. (East Coast State) . . . . .	191	21	3,326	158	21	2,600	124	24,277	17,700	...	6,577	...	...
Madras-Ennūr sec. (Bezawda-Mad.) . . . . .	119	9	639	71	9	700	78	5,316	5,100	...	216	...	...
Metre gauge—													
Rajputana-Malwa (inclgd. G.R.-Nagda) . . . . .	264	1,815	3,77,855	268	1,815	5,14,000	283	29,58,669	34,84,000	5,25,340	...	...	...
Pālanpur-Deesa . . . . .	44	17	475	28	17	600	35	3,311	4,300	989	...	...	...
South Indian . . . . .	161	1,042	1,56,390	150	1,023	1,42,000	139	10,74,924	9,90,000	...	84,924	...	...
Mayavaram-Mutpet . . . . .	88	54	4,435	82	54	3,400	63	29,315	26,600	...	2,715	...	...
Southern Mahratta (inclgd. G.M. Fron. sec.) . . . . .	103	1,165	1,20,341	103	1,165	1,11,000	95	7,26,930	6,87,000	...	39,930	...	...
Mysore section (Southern Mahratta) . . . . .	107	296	32,241	109	296	21,800	74	2,37,621	1,39,000	...	98,621	...	...
Bengal and North-Western system . . . . .	162	827	1,36,679	165	928	1,51,000	163	9,57,680	9,84,000	26,320	...	...	...
Lucknow-Bareilly . . . . .	106	231	18,753	81	231	23,600	102	1,54,412	1,58,000	3,588	...	...	...
Assam-Bengal . . . . .	90	286	28,597	100	398	30,300	76	1,75,661	2,20,000	44,339	...	...	...
Burma . . . . .	223	936	2,25,931	241	936	2,39,000	255	16,08,936	13,86,000	...	2,22,936	...	...
TOTAL . . . . .	266	10,178	27,10,863	266	10,817	28,47,500	263	1,88,79,041	1,91,37,700	2,58,659	...	...	...
State lines worked by the State.													
Standard gauge—													
North-Western (a) . . . . .	287	2,886	7,37,561	256	2,886	7,04,000	244	53,08,027	46,93,000	...	6,15,027	...	...
Oudh and Rohilkhand (inclgd. the m. g. link) . . . . .	217	875	1,77,530	203	1,013	2,11,000	208	13,23,637	14,31,000	1,07,363	...	...	...
Eastern Bengal (inclgd. metre & 2' 6") . . . . .	319	818	2,98,463	365	825	2,18,000	264	21,48,474	16,55,000	...	4,93,474	...	...
East Coast (b) . . . . .	110	536	55,040	103	720	81,100	113	4,12,407	4,50,000	37,593	...	...	...
Special gauges—													
Jorhat . . . . .	66	28	3,217	115	28	1,900	68	14,257	12,800	...	1,457	...	...
Cherra-Companyganj . . . . .	20	...	(c)	...	8	500	62	(c)	3,600	3,600	...	...	...
TOTAL . . . . .	261	5,143	12,71,811	247	5,480	12,16,500	222	92,06,802	82,45,400	...	9,61,402	...	...
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system . . . . .	514	1,491	7,32,763	491	1,491	9,43,000	632	48,80,804	63,14,000	14,33,196	...	...	...
Bombay, Baroda and Central India . . . . .	775	461	2,37,702	516	461	3,18,000	690	17,41,476	21,80,000	4,38,524	...	...	...
Madras . . . . .	258	840	2,12,487	253	840	1,64,000	195	14,79,776	12,02,000	...	2,77,776	...	...
TOTAL . . . . .	480	2,792	11,82,952	424	2,792	14,25,000	510	81,02,050	96,96,000	15,93,944	...	...	...
TOTAL (GUARANTEED AND STATE) . . . . .	297	18,113	51,65,646	285	10,089	54,89,000	288	3,61,87,899	3,70,79,100	8,91,201	...	...	...
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka . . . . .	217	162	32,465	200	162	24,900	154	2,94,753	1,69,000	...	1,25,753	...	...
Tarkessur . . . . .	320	22	11,278	513	22	6,400	291	5,205	40,500	...	12,155	...	...
Southern Punjab (Delhi-Samāsata) . . . . .	75	400	14,996	37	400	23,400	59	1,27,147	1,65,000	37,853	...	...	...
Tapti Valley . . . . .	...	...	...	...	36	1,400	39	...	8,200	8,200	...	...	...
Metre gauge—													
Mymensingh-Jamalpur-Jagannath-ganj . . . . .	...	...	...	...	33	1,200	36	...	7,100	7,100	...	...	...
Rohilkund and Kumaon (Co.'s sec.) . . . . .	137	66	5,591	85	66	8,100	123	35,094	42,000	6,906	...	...	...
Bengal Doonars . . . . .	106	36	3,126	87	36	2,300	64	25,496	18,000	...	7,496	...	...
Dibru-Sadiya . . . . .	200	78	14,539	186	78	14,900	191	1,04,731	1,11,000	6,269	...	...	...
Ahmedabad-Parāntij . . . . .	59	55	2,407	44	55	2,700	49	17,129	21,500	4,371	...	...	...
Special gauges—													
Darjeeling-Himalayan . . . . .	266	51	10,489	266	51	11,000	216	68,876	65,000	...	3,876	...	...
Bārsi . . . . .	156	21	2,953	141	21	4,800	229	22,203	26,700	4,497	...	...	...
TOTAL . . . . .	135	891	97,844	110	960	1,01,100	105	7,48,084	6,74,000	...	74,084	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonā . . . . .	31	74	2,021	27	74	5,300	72	15,314	37,500	22,186	...	...	...
Bhopal-Ujjain . . . . .	76	114	7,988	70	114	11,200	98	61,090	75,500	14,410	...	...	...
Nagda-Ujjain . . . . .	86	35	2,633	75	34	2,600	76	15,306	13,300	...	2,006	...	...
The Nizam's guaranteed state . . . . .	235	334	77,239	231	334	77,800	233	5,22,715	5,30,000	7,285	...	...	...
The Gaekwar's Pettād . . . . .	70	13	412	32	13	800	62	2,798	5,400	2,602	...	...	...
Rajpura-Bhatinda . . . . .	140	108	11,294	105	108	9,900	92	99,825	71,800	...	28,025	...	...
Kolar Gold-fields . . . . .	408	10	4,821	432	10	2,800	280	25,943	24,100	...	1,843	...	...
Metre gauge—													
Yesvantpur-Mysore Frontier section (inclgd. M.-Nanjangūd) . . . . .	71	66	5,124	78	66	2,400	36	32,091	16,800	...	15,291	...	...
The Gaekwar's Mehsana . . . . .	81	93	5,649	61	93	7,300	78	42,420	43,300	880	...	...	...
Kolhapur . . . . .	55	29	1,608	55	29	2,100	72	9,013	13,500	4,487	...	...	...
Special gauges—													
The Gaekwar's Dabhoi . . . . .	58	79	2,321	29	79	4,000	51	21,243	24,200	2,957	...	...	...
Rajpipla . . . . .	13	19	198	10	24	1,100	46	613	3,600	2,987	...	...	...
Looh Behar . . . . .	63	22	1,903	86	25	900	36	9,910	8,500	...	1,410	...	...
TOTAL . . . . .	133	996	1,23,191	124	1,003	1,28,200	128	8,58,281	8,67,500	9,219	...	...	...
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junāgad-Por-bandar . . . . .	126	334	29,949	90	334	42,400	127	2,20,357	2,49,000	28,643	...	...	...
Jetalsar-Rājkot . . . . .	80	46	3,132	68	46	3,900	85	23,801	24,100	299	...	...	...
Jamnagar . . . . .	38	54	1,113	21	54	2,300	43	11,112	13,800	2,688	...	...	...
Dhrāngadā . . . . .	...	...	...	...	21	1,600	70	...	8,900	8,900	...	...	...
Jodhpore-Bickaneer . . . . .	66	364	22,815	63	407	34,200	84	1,64,298	2,69,000	1,04,702	...	...	...
Udeypore-Chitor . . . . .	42	60	2,575	43	60	2,200	37	13,883	19,500	5,617	...	...	...
Special gauge—													
Morvi . . . . .	82	94	5,882	63	94	8,100	86	43,321	51,500	8,179	...	...	...
TOTAL . . . . .	86	952	65,466	69	1,010	94,700	93	4,79,772	6,35,800	1,59,028	...	...	...
GRAND TOTAL . . . . .	273	20,952	54,52,127	260	22,068	58,13,000	263	3,82,71,036	3,92,56,400	9,85,364	...	...	...

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rlys.

(b) Includes Bezawda-Madras ry.

(c) Closed for traffic.

CALCUTTA, the 3rd March, 1899.

W. J. McELHINNY, Capt., R.E.,

Offg. Under Secy. to the Govt. of India.

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. XLV OF 1898-99.

## STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April, 1898*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 19TH FEBRUARY, 1898.				WEEK ENDING 18TH FEBRUARY, 1899.				Earnings from 1st April, 1897, to 19th February, 1898.	Earnings from 1st April, 1898, to 18th February, 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open.		Total.	Per mile open.						
State lines worked by companies.													
Standard gauge—	R	Miles.	R	R	Miles.	R	R	R	R	R	R	R	R
East Indian	654	1,740	12,89,607	741	1,745	12,76,000	731	5,21,13,569	5,25,39,000	4,25,431	...	...	...
Bengal Central	183	125	18,936	151	125	17,500	140	10,53,710	8,95,000	...	...	1,58,710	...
Bengal-Nagpur	139	862	1,57,674	183	1,186	1,78,000	150	52,90,813	61,01,000	8,10,187	...	...	...
Indian Midland (including Bhopal-Itarsi)	155	752	1,38,984	185	868	1,36,000	157	54,13,727	55,27,000	1,13,273	...	...	...
Bezwa extn. (East Coast State)	155	21	3,326	158	21	2,600	124	1,42,782	1,33,000	...	...	9,782	...
Madras-Ennūr sec. (Bezwa-Mad.)	135	9	639	71	9	700	78	50,994	35,600	...	...	15,394	...
Metre gauge—													
Rajputana-Malwa (inclgd. G.R.-Nagda)	210	1,815	3,77,855	208	1,815	5,14,000	283	1,73,80,541	2,03,24,000	29,43,459	...	...	...
Palampur-Deesa	44	17	475	28	17	600	35	35,778	35,000	...	...	778	...
South Indian	106	1,042	1,56,390	150	1,023	1,42,000	139	80,82,472	74,43,000	...	...	6,39,472	...
Máyavaram-Mutpet	92	54	4,435	82	54	3,400	63	2,33,674	2,10,000	...	...	17,674	...
Southern Mahratta (inclgd. G.M. Fron. sec.)	113	1,165	1,20,341	103	1,165	1,11,000	95	61,84,425	47,75,000	...	...	14,09,425	...
Mysore section (Southern Mahratta)	123	296	32,241	109	296	21,800	74	17,28,286	11,21,000	...	...	6,07,286	...
Bengal and North-Western system	147	827	1,36,679	165	928	1,51,000	163	54,82,286	57,16,000	2,33,714	...	...	...
Lucknow-Bareilly	81	231	18,753	81	231	23,600	102	7,66,466	9,05,000	1,38,534	...	...	...
Assam-Bengal	73	286	28,597	100	398	30,300	76	8,88,252	11,94,000	3,05,748	...	...	...
Burma	186	936	2,25,931	241	936	2,39,000	255	73,85,095	74,44,000	58,995	...	...	...
TOTAL	243	10,178	27,10,863	266	10,817	28,47,500	203	11,22,32,870	11,44,03,600	21,70,730	...	...	...
State lines worked by the State.													
Standard gauge—													
North Western (a)	236	2,886	7,37,561	256	2,886	7,04,000	244	3,08,51,721	3,26,00,000	17,48,279	...	...	...
Oudh and Rohilkhand (inclgd. the m.g. link)	195	875	1,77,530	203	1,013	2,11,000	208	77,74,175	88,93,000	11,18,825	...	...	...
Eastern Bengal (inclgd. metre & 2'6")	362	818	2,98,493	365	825	2,18,000	264	1,37,74,874	1,20,57,000	...	...	11,17,874	...
East Coast (b)	166	536	55,040	103	720	51,100	113	25,59,750	23,90,000	...	...	1,69,750	...
Special gauges—													
Jorhat	69	28	3,217	115	28	1,900	68	85,663	83,600	...	...	2,063	...
Cherra-Companyganj	44	...	(c)	...	8	...	62	(d) 4,257	(e) 4,800	543	...	...	...
TOTAL	235	5,143	12,71,811	247	5,480	12,16,500	222	5,59,50,440	5,60,28,400	15,77,960	...	...	...
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	381	1,491	7,32,763	491	1,491	9,43,000	632	2,50,69,573	3,15,81,000	65,11,427	...	...	...
Bombay, Baroda and Central India	586	461	2,37,702	516	461	3,18,000	690	1,24,24,363	1,44,33,000	20,08,637	...	...	...
Madras	261	840	2,12,487	253	840	1,64,000	195	1,01,56,798	92,43,000	...	...	9,13,798	...
TOTAL	379	2,792	11,82,952	424	2,792	14,25,000	510	4,76,50,734	5,52,57,000	76,05,266	...	...	...
TOTAL (GUARANTEED AND STATE)	262	18,113	51,65,626	285	19,089	54,89,000	288	11,49,34,044	12,02,89,000	1,53,54,950	...	...	...
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	207	162	32,465	200	162	24,900	154	15,37,693	12,76,000	...	...	2,61,693	...
Tarkessur	278	22	11,278	513	22	6,400	291	2,77,923	2,60,000	...	...	17,923	...
Southern Punjab (Delhi-Samāsata)	42	400	14,996	37	400	23,400	59	12,30,788	12,87,000	10,56,212	...	...	...
Tapti Valley	...	...	...	...	36	1,400	39	...	(g) 11,000	11,000	...	...	...
Metre gauge—													
Mymensingh-Jamalpur-Jagannath-ganj	...	...	...	...	33	1,200	36	...	(h) 15,100	15,100	...	...	...
Ronikund and Kumaon (Co.'s sec.)	121	66	5,591	85	66	8,100	123	3,59,941	4,13,000	53,039	...	...	...
Bengal Doonars	149	36	3,126	87	36	2,300	64	2,58,206	2,37,000	...	...	21,206	...
Dibru-Sadiya	198	78	14,539	186	78	14,900	191	6,96,498	7,07,000	10,502	...	...	...
Ahmedabad-Parantij	45	55	2,407	44	55	2,700	49	(i) 86,197	1,41,000	54,803	...	...	...
Special gauges—													
Darjeeling-Himalayan	274	51	10,489	206	51	11,000	216	6,57,425	6,59,000	1,575	...	...	...
Bārsi	125	21	2,953	141	21	4,800	229	1,18,931	1,10,000	...	...	8,931	...
TOTAL	147	891	97,844	110	960	1,01,100	105	42,23,004	51,16,100	8,92,490	...	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonā	26	74	2,021	27	74	5,300	72	86,922	1,38,000	51,078	...	...	...
Bhopal-Ujjain	61	114	7,988	70	114	11,200	98	3,14,289	3,81,000	66,711	...	...	...
Nagda-Ujjain	60	35	2,633	75	34	2,600	76	92,090	1,09,000	16,310	...	...	...
The Nizam's guaranteed state	211	334	77,239	231	334	77,800	233	32,13,115	34,74,000	2,60,885	...	...	...
The Gaekwar's Petlad	84	13	412	32	13	800	62	54,995	50,600	...	...	4,395	...
Rajpura-Bhatinda	122	108	11,294	105	108	9,900	92	6,11,664	5,01,000	...	...	50,664	...
Kolar Gold-fields	402	10	4,821	482	10	2,800	280	1,82,806	1,76,000	...	...	6,806	...
Metre gauge—													
Yesvantpur-Mysore Frontier section (inclgd. M.-Nanjangūd)	84	66	5,124	78	66	2,400	36	2,07,620	1,72,000	...	...	95,620	...
The Gaekwar's Mehsana	71	93	5,629	61	93	7,300	78	3,04,032	3,09,000	4,368	...	...	...
Kolhapur	57	29	1,608	55	29	2,100	72	77,317	73,400	...	...	3,917	...
Special gauges—													
The Gaekwar's Dahhoi	51	79	2,321	29	79	4,000	51	1,82,281	1,90,000	7,719	...	...	...
Rajpipla	11	19	198	10	24	1,100	46	6,318	11,900	5,582	...	...	...
Cooch Behar	54	22	1,903	86	25	900	36	52,832	59,200	6,468	...	...	...
TOTAL	120	996	1,23,191	124	1,003	1,28,200	128	54,47,391	57,95,100	2,57,709	...	...	...
Lines owned and worked by native states.													
Metre gauge—													
Bhāvnagar-Gondal-Junāgad-Por-bandar	97	334	29,949	90	334	42,400	127	14,98,078	15,37,000	38,922	...	...	...
Jetalsar-Rājkot	82	40	3,132	68	40	3,900	85	1,77,865	1,61,000	...	...	16,865	...
Jamnagar	38	54	1,113	21	54	2,300	43	(j) 95,588	95,400	...	...	188	...
Dhrāngadrā	...	...	...	...	21	1,600	76	...	(k) 32,300	32,300	...	...	...
Jodhpore-Bikaner	62	364	22,815	63	407	34,200	84	10,46,800	13,27,000	2,80,200	...	...	...
Oddepore-Chitor	38	60	2,575	43	60	2,200	37	1,06,588	1,30,000	29,412	...	...	...
Special gauge—													
Morvi	83	94	5,882	63	94	8,100	86	3,77,393	3,55,000	...	...	22,393	...
TOTAL	75	952	65,466	69	1,016	94,700	93	33,02,312	36,43,700	3,41,308	...	...	...
GRAND TOTAL	243	20,952	54,52,127	260	22,008	58,13,000	203	22,79,07,351	24,07,51,900	1,28,46,549	...	...	...

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rys.

(b) Includes Bezwa-Madras ry.

(c) Closed for traffic.

(d) From 1st April to 12th June, 1897.

(e) From 1st to 25th April and from 23rd December, 1898, to 18th February, 1899.

(f) From 10th November, 1897, to 19th February, 1898.

(g) From 1st December, 1898, to 18th February, 1899.

(h) From 15th October, 1898, to 18th February, 1899.

(i) From 1st May, 1897, to 19th February, 1898.

(j) From 8th April, 1897, to 19th February, 1898.

(k) From 1st June, 1898, to 18th February, 1899.

W. J. MCELHINNY, Capt., R.E.,  
Offr. Under Secy to the Govt. of India.



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SUPPLEMENT TO  
**The Gazette of India.**

No. 10.} CALCUTTA, SATURDAY, MARCH 11, 1899.

**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**RETURNS OF ACCIDENTS ON INDIAN RAILWAYS FOR THE SIX MONTHS ENDING  
WITH THE 30th JUNE 1898.**

No. 139 R. Stat., dated Simla, the 24th February 1899.

RESOLUTION—By the Government of India, Public Works Department.

Read again—

Government of India order No. 242 R. Stat., dated the 9th July 1896.

Government of India order No. 42 R. Stat., dated the 16th January 1897.

Government of India order No. 40 R. Stat., dated the 18th January 1898.

Read also—

The following note by the Director of Railway Traffic, dated the 17th February 1899 with abstract returns of accidents to trains, etc., on the open lines of railway in India for the six months ending with the 30th June 1898.

*I.—Accidents to trains, rolling stock, permanent way, etc.*

Accidents to trains, rolling stock, permanent way, etc., during the six months ending with the 30th June 1898, as shown under abstract No. 4 on



pages 16 and 17 of the accompanying returns, caused the death of 22 and injury to 67 persons. The table below shows that the number of deaths was in excess and the number injured below the average of the corresponding periods of the three previous years. The increase in the number killed was mainly due to the collision on the North Western State Railway on the 25th April 1898 at Jhimpir station, in which four passengers were killed and six passengers and three servants were injured. The total number of accidents was also above the average:—

	NUMBER.			NUMBER OF PASSENGERS AND OTHERS.		NUMBER OF SERVANTS.		TOTAL, ALL CLASSES.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act (IX of 1890).	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
<i>Standard gauge.</i>									
Six months ending with the 30th June 1898	38	1,832	1,870	(a) 9	(b) 40	9	18	18	58
Average of the corresponding periods of the three previous years	46	1,385	1,431	(a) 11	(b) 50	4	17	15	67
<i>Metre gauge.</i>									
Six months ending with the 30th June 1898	67	1,116	1,183	(c) 1	(c) 1	3	8	4	9
Average of the corresponding periods of the three previous years	52	1,142	1,194	(c) 1	(a) 8	1	4	2	12
<i>Special gauges.</i>									
Six months ending with the 30th June 1898	7	40	47	...	...	...	...	...	...
Average of the corresponding periods of the three previous years	5	34	39	...	...	...	1	...	1
Total all gauges for the six months ending with the 30th June 1898	112	2,988	3,100	(d) 10	(e) 41	12	26	22	67
Average of the corresponding periods of the three previous years	103	2,561	2,664	(d) 12	(f) 58	5	22	17	80

2. The following table compares the variations in the mean mileage worked, the train-mileage run and the number of accidents with the average, and shows that, with an increase of 7·53 per cent. in the mean mileage worked and of 9·06 per cent. in the train-mileage run during the six months ending with the 30th June 1898, the number of accidents increased by 436 or 16·37 per cent., as compared with the average of the corresponding periods of the three previous years:—

	INCREASE OR DECREASE AS COMPARED WITH THE AVERAGE OF THE THREE PREVIOUS YEARS.					
	ACCIDENTS.		MEAN MILEAGE.		TRAIN-MILEAGE.	
	Number.	Per cent.	Miles.	Per cent.	Miles.	Per cent.
Standard . . . . .	+439	+30·68	+945	+8·30	+2,510,556	+10·54
Metre . . . . .	—11	—0·92	+489	+6·11	+615,368	+5·72
Special . . . . .	+8	+20·51	+46	+17·29	+30,330	+11·98
TOTAL . . . . .	+436	+16·37	+1,480	+7·53	+3,156,254	+9·06

- (a) Out of these, three were not passengers.  
 (b) Out of these, five were not passengers.  
 (c) Not a passenger.  
 (d) Out of these, four were not passengers.  
 (e) Out of these, six were not passengers.  
 (f) Out of these, eight were not passengers.

3. The following table shows the principal increases and decreases in the number of accidents of different classes on the standard and metre gauge lines, as compared with the average of the corresponding periods of the three previous years. No noticeable variations occurred on the special gauge railways:—

GAUGE AND CLASSIFICATION.	INCREASE OR DECREASE.			Percentage of increase or decrease.
	Serious.	Minor.	TOTAL.	
<i>Standard gauge.</i>				
Trains running over cattle on the line . . . . .	...	+127	+127	+19'69
The bursting of tubes, etc., of engines . . . . .	...	+62	+62	+91'18
The failure of machinery, springs, etc., of engines . . . . .	...	+67	+67	+35'45
The failure of couplings . . . . .	...	+51	+51	+124'39
Under the head " Other accidents " . . . . .	—1	+101	+100	+113'64
<i>Metre gauge.</i>				
Goods trains or parts of goods trains, engines, etc., leaving the rails . . . . .	+2	—16	—14	—27'45
Trains running over cattle on the line . . . . .	—4	—24	—28	—4'14
The failure of machinery, springs, etc., of engines . . . . .	+3	—22	—19	—21'59
The failure of axles . . . . .	+2	+11	+13	+54'17
Under the head " Other accidents " . . . . .	+1	+15	+16	+31'37

It will be observed from the foregoing that the increases on the standard gauge lines occurred under "Trains running over cattle on the line," 127 accidents or 19'69 per cent.; under "The bursting of tubes, etc., of engines," 62 accidents or 91'18 per cent.; under "The failure of machinery, springs, etc., of engines," 67 accidents or 35'45 per cent.; under "The failure of couplings," 51 accidents or 124'39 per cent.; and under the head "Other accidents," 100 accidents or 113'64 per cent. On the metre gauge railways the noticeable increases occurred under "The failure of axles," 13 accidents or 54'17 per cent. and under the head "Other accidents," 16 accidents or 31'37 per cent.

4. Under the head "The bursting of tubes, etc., of engines," the largest number, *vis.*, 53, occurred on the Madras railway; next to that line comes the North Western State railway with 42 accidents; under the head "The failure of machinery, springs, etc., of engines," the largest number, *vis.*, 85, occurred on the North Western State railway; next to that line come the East Indian with 42, the Madras railway with 40 and the Great Indian Peninsula railway with 38 accidents; under the head "The failure of couplings," the largest number, *vis.*, 43, occurred on the Bombay, Baroda and Central India railway; and under the head "Other accidents," the largest number, *vis.*, 68, occurred on the East Indian railway, and next to that line come the North Western State and the Great Indian Peninsula railways with 55 and 29 accidents on each, respectively.

5. The number of cattle accidents was largest on the South Indian railway, *vis.*, 165; next comes the Southern Mahratta railway with 156, then the Eastern Bengal State railway (standard gauge section) with 144 accidents, the East Indian railway with 125, the Bombay, Baroda and Central India railway with 106 and the North Western State railway with 97.

In relation to the train-mileage run the highest proportion was on the Bengal-Dooars railway, which gives an average of 1 accident in 4,751 train-miles run; the Assam-Bengal railway coming next with an average of 1 in 5,172; then the Eastern Bengal (standard gauge section), the Jorhat, the Rajpipla and



the East Coast State railways with averages of 1 in 6,504, 1 in 7,470, 1 in 7,944 and 1 in 8,024, respectively. The lowest proportion was on the Great Indian Peninsula railway, *vis.*, 1 in 303,268 train-miles run, the Bombay, Baroda and Central India railway coming next with 1 in 87,722, then the North Western State railway with 1 in 58,963, the East Indian railway with 1 in 57,026, the Rajputana-Malwa railway with 1 in 42,857 and the Indian Midland railway with 1 in 39,704.

6. Taking the total number of accidents to trains, rolling stock, permanent-way, etc., on each railway as given in table No. 3, the proportion of accidents to train-mileage run was highest on the Cooch Behar railway, on which 1 accident occurred on an average in 2,451 train-miles; next comes the Assam-Bengal railway with 1 accident in 3,152 train-miles; then the Bengal-Dooars, the Rohilkund and Kumaon (including the Lucknow-Bareilly section), the Tezpur-Balipara and the Dibru-Sadiya railways with averages of 1 in 3,156, 1 in 3,407, 1 in 3,846, and 1 in 4,672, respectively. The lowest proportion was on the Oodeypore-Chitor railway, *vis.*, 1 in 23,188, the Great Indian Peninsula railway coming next with 1 in 23,016, then the East Indian railway with 1 in 21,536, the Gaekwar's Dabhoi railway with 1 in 18,006, the Jodhpore-Bikaner railway with 1 in 16,974 and the Rajputana-Malwa railway with 1 in 16,667.

## II.—Accidents from other causes not involving accidents to trains, etc.

7. The casualties to passengers, servants in the employ of railways or of contractors, and to others, from causes not involving accidents to trains (which are detailed in abstract No. 2) are compared separately, for each gauge, with the average of the corresponding periods of the three previous years in the table below:—

Gauges.	SIX MONTHS ENDING WITH THE 30TH JUNE 1898.								AVERAGE OF THE CORRESPONDING PERIODS OF THE THREE PREVIOUS YEARS.							
	PASSENGERS.		SERVANTS.		OTHERS.		TOTAL.		PASSENGERS.		SERVANTS.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard .	28	77	64	121	195	56	287	254	24	68	59	119	184	44	267	231
Metre .	9	31	19	39	88	27	116	97	9	28	21	43	70	23	100	94
Special .	...	1	1	1	2	...	3	2	...	...	...	2	1	1	1	3
TOTAL .	37	109	84	161	285	83	406	353	33	96	80	164	255	68	368	328

It will be seen from the foregoing table that the number of persons killed and injured, excepting in the case of servants injured, compares unfavourably with the average of the corresponding periods of the three previous years. The increase is attributable, to some extent, to the opening of new lines.

## III.—Accidents in which the movement of vehicles used exclusively upon railways was not concerned.

8. The following table shows, for the several gauges, the number of persons reported to have been killed or injured by accidents, in which the movement of vehicles used exclusively upon railways was not concerned. Comparative

average figures of the corresponding periods of the two previous years are also given :—

	SIX MONTHS ENDING WITH THE 30TH JUNE 1898.		AVERAGE OF THE CORRESPONDING PERIODS OF THE TWO PREVIOUS YEARS.	
	Killed.	Injured.	Killed.	Injured.
Standard . . . . .	24	87	22	75
Metre . . . . .	9	20	11	27
Special . . . . .	1	3	...	1
TOTAL . . . . .	34	110	33	103

#### IV.—Statistical results.

9. The following table gives certain statistical results for the period under review, comparing the number of passengers killed and injured by accidents to trains, and from all causes with the number carried and the number of passenger-units carried one mile. Comparative results, based on the average figures of the corresponding periods of the three previous years, are also given :—

PARTICULARS.	SIX MONTHS ENDING WITH THE 30TH JUNE 1898.				AVERAGE OF THE CORRESPONDING PERIODS OF THE THREE PREVIOUS YEARS.			
	Standard.	Metre.	Special.	TOTAL.	Standard.	Metre.	Special.	TOTAL.
Mean mileage worked . . Miles	12,328	8,493	312	21,133	11,383	8,004	266	19,653
Train-mileage run . . . . .	26,326,635	11,381,834	283,476	37,991,945	23,816,079	10,766,466	253,146	34,835,691
Number of passengers carried . No.	48,659,749	27,504,594	368,876	76,563,219	46,715,047	28,651,646	471,080	75,837,773
Number of passenger-units carried one mile . . . . .	1,997,195,411	981,386,387	(a) 9,267,713	2,987,849,511	2,117,443,393	1,137,777,066	12,805,496	3,268,025,865
Number of accidents . . . . .	1,870	1,183	47	3,100	1,431	1,194	39	2,664
Number of accidents per 100,000 train-miles run . . . . .	7.10	10.39	16.58	8.16	6.01	11.09	15.41	7.65
Number of passengers killed by accidents to trains . . . . .	6	...	...	6	8	...	...	8
Proportion of above to number carried . . . . .	1 in 8,109,958	...	...	1 in 12,760,536	1 in 5,839,381	...	...	1 in 9,479,722
Number of passengers injured by accidents to trains . . . . .	35	...	...	35	45	5	...	50
Proportion of above to number carried . . . . .	1 in 1,390,279	...	...	1 in 2,187,521	1 in 1,038,112	1 in 5,730,339	...	1 in 1,516,756
Number of passengers killed from all causes . . . . .	34	9	...	43	32	9	...	41
Proportion of above to number carried . . . . .	1 in 1,431,169	1 in 3,056,066	...	1 in 1,783,540	1 in 1,459,845	1 in 3,183,516	...	1 in 1,849,702
Number of passengers injured from all causes . . . . .	112	31	1	144	113	33	...	146
Proportion of above to number carried . . . . .	1 in 434,462	1 in 887,245	1 in 398,876	1 in 531,689	1 in 413,497	1 in 863,232	...	1 in 519,437
Number of passengers killed and injured from all causes . . . . .	146	40	1	187	145	42	...	187
Proportion of above to number carried . . . . .	1 in 333,286	1 in 687,615	1 in 398,876	1 in 499,429	1 in 322,173	1 in 682,182	...	1 in 495,550
Proportion of passengers killed and injured from all causes to number of passenger-units carried one mile . . . . .	1 in 13,679,421	1 in 24,534,660	(a) 9,267,713	1 in 15,977,805	1 in 14,633,057	1 in 27,089,930	...	1 in 17,476,074

(a) Excluding the Terpur-Balipara railway.



It will be seen that, except in the case of number of accidents per 100,000 train-miles run, proportion of passengers killed from all causes to number carried and proportion of passengers killed and injured from all causes to the unit mileage of passengers, the results generally compare favourably.

*V.—Number of persons killed and injured by accidents to trains, rolling stock, etc., during the second quarter of 1898.*

10. The following table gives the number of accidents, as classified in abstract No. 4 of the returns, which resulted in loss of life or injury to persons, and shows the railways on which they occurred :—

Railway.	Number of accidents reported during the second quarter of 1898.	PASSENGERS AND OTHERS.		SERVANTS.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
<i>Standard gauge.</i>							
East Indian . . . . .	4	1	14	1	...	2	14
North Western State . . . .	3	4	8	2	3	6	11
Oudh and Rohilkhand State . .	2	...	3	...	...	...	3
East Coast State . . . . .	1	1	...	...	...	1	...
Great Indian Peninsula . . . .	1	...	1	...	1	...	2
Bombay, Baroda and Central India .	1	...	1	...	...	...	1
Madras . . . . .	1	...	7	...	...	...	7
<i>Metre gauge.</i>							
Bengal and North-Western . . .	1	...	...	...	1	...	1
South Indian . . . . .	1	...	...	...	1	...	1
Assam-Bengal . . . . .	1	...	...	...	1	...	1
Burma . . . . .	1	...	...	...	1	...	1
Bhāvnagar-Gondal-Junāgad-Porbandar . . . . .	1	...	1	...	...	...	1
TOTAL . . . . .	17	6	35	3	8	9	43
Average of the three corresponding quarters of 1895, 1896 and 1897 . .	19	9	30	2	10	11	40

11. A brief description of some of the accidents which resulted in loss of life, or injury to persons, is given below:

*East Indian railway.*—On the 4th May 1898, the down Punjab mail

train collided with a wagon standing foul of the points at Asansol station. Two passengers were injured and the rolling stock was damaged.

On the 17th May 1898, some wagons while being shunted on to an up Patna-Gya train at Jehanabad station, collided with the coaching stock of the train. Three passengers were slightly injured.

On the 18th June 1898, an up goods train, which had been shunted into the up siding at Jāmtāra station to enable the up Bombay mail train to pass, was signalled to come out, but the driver instead of doing so backed his train, and before he had discovered his mistake a low-sided truck next the brake-van, containing cases of heavy machinery, telescoped into the latter, and both vehicles were thrown down the bank. The guard was killed and rolling stock considerably damaged.

On the 23rd June 1898, seven vehicles of the up Bombay mail train, when passing over points on entering the station at Raneegunge, ran off the line, and five of them were overturned. The accident was due to the breakage of the heel block caused in all probability by the flange of the leading wheel of the engine. One passenger was killed and nine were injured; and rolling stock was considerably damaged.

*North Western State railway.*—On the 25th April 1898 an up mail train was admitted on the down main line at Jhimpir station through the carelessness of the pointsman and collided with a down goods train standing there. Four passengers were killed and six passengers and three railway servants were injured, and rolling stock was considerably damaged.

On the 14th June 1898, a down goods train, while entering Gillawāla station against signals, collided with the coupled engines of an up goods train which were shunting in the yard, and the latter were hurled against a truck which was being hand-shunted. Two coolies were killed and rolling stock and permanent way were considerably damaged.

*East Coast State railway.*—On the 11th June 1898, a cart, while crossing the line through the level-crossing gate at mileage 361.4 near Sompéta station, was run into by the engine of a down mixed train. The cartman was killed and the cart smashed.

*Great Indian Peninsula railway.*—On the 25th May 1898, a down Nāgpur mail train collided with some wagons standing foul of a crossing at Wardha station. The head guard and a railway mail sorter were injured.

*Bombay, Baroda and Central India railway.*—On the 9th April 1898, a third class carriage of an up ordinary train, while entering the loop platform siding at Grant Road station, was derailed at the points. One passenger was injured.

*Madras railway.*—On the 16th April 1898, a mail train, while entering Jalarpēt station, was admitted into the second instead of the main line and collided with some standing vehicles. Seven passengers were injured.

**ORDER.**—Ordered that the above note, with the abstract returns and

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, the Punjab and Burma.

The Chief Commissioners of the Central Provinces, Assam and Coorg.

The Resident at Hyderabad.

The Resident in Mysore.

The Agents to the Governor General for Rajputana, Central India, and Baluchistan.

The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, and Assam.

The Managers, North Western State, Oudh and Rohilkhand State, Eastern Bengal State and East Coast State Railways.

The Engineers-in-Chief, Mari-Attock Railway, Indus Bridge Works, Bezwada-Madras, Hardwar-Dehra and Ghaziabad-Moradabad Railways.

appendices thereto, be communicated, for information, to the Local Governments and Administrations, and to the officers noted in the margin.

Ordered also, that copies be forwarded for the information of Her Majesty's Government.



Ordered, further, that the above note, with the abstract returns, be published in the Supplement to the *Gazette of India*.

W. J. McELHINNY, *Captain, R.E.*,  
*Offg. Under Secretary to the Government of India.*

*Documents accompanying.*

1. Abstract return of accidents for the six months ending with the 30th June 1898.

**Enclosure to Government of India Order No. 139 R. Stat., dated the  
24th February 1899.**

**ABSTRACT No. 1.**

**GENERAL TOTAL.**

NUMBER of PERSONS reported, during the SIX MONTHS ending with the 30th June 1898, as KILLED or INJURED ON ALL RAILWAYS open for TRAFFIC in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS; and distinguishing also, in the case of the two former classes, between ACCIDENTS caused by ACCIDENTS to TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., and ACCIDENTS happening otherwise.

	STANDARD GAUGE LINES.		METRE GAUGE LINES.		SPECIAL GAUGE LINES.		TOTAL ALL GAUGES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
<b>PASSENGERS:—</b>								
From accidents to trains, rolling stock, permanent-way, etc. . . . .	6	85	...	...	...	...	6	35
By accidents from other causes, including accidents from their own want of caution or misconduct . . . . .	28	77	9	31	...	1	37	109
<b>SERVANTS:—</b>								
From accidents to trains, rolling stock, permanent-way, etc. . . . .	9	18	3	8	...	...	12	26
By accidents from other causes, including accidents from their own want of caution or misconduct . . . . .	64	121	19	39	1	1	84	161
<b>OTHER PERSONS:—</b>								
Whilst passing over railways at level-crossings . . . . .	13	4	4	...	...	...	17	4
Trespassers . . . . .	148	45	74	24	2	...	224	69
Suicides . . . . .	36	5	9	...	...	...	45	5
Miscellaneous, not included in either of the above . . . . .	1	7	2	4	...	...	3	11
<b>TOTAL . . . . .</b>	<b>305</b>	<b>312</b>	<b>120</b>	<b>106</b>	<b>3</b>	<b>2</b>	<b>428</b>	<b>420</b>



## ABSTRACT

NUMBER of PERSONS reported during the SIX MONTHS ending with the 30th June 1898, as KILLED or INJURED in INDIA, PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as possible, the causes of the accidents.

Classification Number.	RAILWAY.	PASSENGERS.																								FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.																							
		From accidents to trains, etc.—See Abstracts Nos. 3 and 4.		FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.														From accidents to trains, etc.—See Abstracts Nos. 3 and 4.		FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.																													
				1.—From falling between trains and platforms.	2.—Falling on to the platform, ballast, etc., when getting into or out of trains.	3.—Whist crossing the line at stations.	4.—By closing of carriage doors.	5.—Falling out of carriages during the travelling of trains.	6.—Other accidents.	Total.	1.—Whist coupling or uncoupling vehicles.	2.—By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	3.—Whist passing over or standing upon buffers during shunting.	4.—When getting on or off, or falling off, engines, wagons, etc., during shunting.	5.—Whist brakemen, spragging, or chocking wheels.	6.—Whist attending to ground repairs, marshalling trains, etc.																																	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.																		
	<i>Standard gauge.</i>																																																
	<b>State lines worked by companies.</b>																																																
I	East Indian (a) . . .	1	14	2	3	8	6	...	2	...	2	12	2	2	14	25	15	39	1	3	...	3	...	1	...	1	...	3	...	...	...																		
II	Bengal Central (b) . . .	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1	5	2	...	...	...	...	...	...	...	...	...	...	...	...																		
III	Bengal-Nagpur . . .	...	...	...	...	...	...	...	1	1	...	...	...	1	1	1	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...																		
IV	Indian Midland (c) . . .	...	...	1	...	...	...	1	...	...	...	...	...	1	1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...																		
	<b>State lines worked by the State.</b>																																																
XI	North Western (d) . . .	5	11	2	2	...	...	...	4	19	...	1	6	22	11	33	3	7	2	4	...	1	...	2	...	...	...	...	...	...	...																		
XIII	Oudh and Rohilkhand . . .	...	...	...	...	1	...	...	4	...	...	...	...	5	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																		
XIV	Eastern Bengal . . .	...	...	...	...	4	...	...	1	1	...	...	...	1	5	1	5	...	...	...	...	...	...	1	...	...	...	...	...	...	...																		
XVI	East Coast . . .	...	...	...	1	1	...	...	2	...	...	...	...	1	3	1	3	...	...	1	...	...	...	...	...	...	...	...	...	...	...																		
	<b>Lines worked by guaranteed companies.</b>																																																
XVIII	Great Indian Peninsula (e) . . .	1	1	...	...	...	...	...	6	...	...	1	6	1	7	...	6	1	...	...	...	...	...	...	...	...	...	...	...	...	...																		
XIX	Bombay, Baroda and Central India (f) . . .	1	...	1	...	1	1	...	2	2	...	...	3	4	3	5	...	...	1	...	...	...	...	2	...	...	...	...	...	...	...																		
XX	Madras (g) . . .	7	...	1	...	2	...	...	1	...	...	...	4	...	11	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...																		
	<b>Line owned by native state and worked by company.</b>																																																
XXXII	The Nizam's Guaranteed State (h) . . .	...	...	...	...	...	...	...	1	...	...	...	1	...	1	...	1	...	...	1	...	...	...	...	...	...	...	...	...	...	...																		
	<b>TOTAL</b> . . .	6	35	6	7	9	15	1	3	...	10	49	2	3	28	77	34	112	9	18	3	10	...	2	1	...	7	...	4	...	...																		
	<b>Average of the three previous corresponding periods</b> . . .	8	45	3	4	5	13	1	2	...	1	13	44	2	4	24	68	32	113	4	17	4	13	...	2	...	1	1	12	...	4	...																	
	<i>Metre gauge.</i>																																																
	<b>State lines worked by companies.</b>																																																
XXXIX	Bengal and North-Western—																																																
	Tirhoot section . . .	...	...	...	...	...	...	...	1	...	...	...	1	...	1	...	1	...	1	2	...	...	...	...	...	...	...	...	...	...	...																		
	Company's " " . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																		
XLI	Rajputana-Malwa (i) . . .	...	...	1	...	...	...	...	12	2	...	3	12	3	12	...	1	...	3	5	...	...	...	...	...	...	...	...	...	...	...																		
XLIII	Southern Mahratta (j) . . .	...	...	...	1	...	...	...	4	...	...	...	5	...	5	...	...	...	...	...	...	...	...	1	2	...	...	...	...	...	...																		
XLVI	South Indian (k) . . .	...	...	...	2	...	...	...	2	...	...	2	2	2	2	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...																		
XLVIII	Assam-Bengal . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	1	...	...	...	...	...	...	...	...	...	...	...	...																		
XLIX	Burma . . .	...	...	...	1	...	...	...	4	...	...	1	4	1	4	...	1	...	1	...	...	...	...	1	3	...	...	...	...	...	...																		
	<b>Carried over</b> . . .	...	...	1	...	3	1	...	23	2	...	6	24	6	24	...	6	2	5	...	...	...	...	1	3	...	...	...	...	...	...																		

(a) Including the Delhi-Umballa-Kalka and the Tarkessur railways.  
 (b) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.  
 (c) Including the Bhopal-Mars, the Bina-Gurgaon and the Bhopal-Ujjain railways.

(d) Including the Wardha-Coal, the Dhond-Manwad, the Khamsar, the Amravati railways.  
 (e) Including the Godhra-Rutiam-Nagda, the Nagda-Ujjain and the Godhra-Bhopal railways.

No. 2.

by the TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, distinguishing between practicable, the nature and causes of the ACCIDENTS occasioning the DEATH or INJURY.

WANTS.

ACCIDENTS TO TRAINS, ETC.

ACCIDENTS TO TRAINS, ETC.																			OTHERS.										TOTAL ALL CLASSES.		Classification Number.										
7.—When moving vehicles by capstans, turntables, props, etc., during shunting.		8.—By other accidents during shunting operations not included in the preceding.		9.—From falling of engines, etc., during the travelling of trains.		10.—By coming in contact with over-bridges, or erections on the sides of the line during the travelling of trains.		11.—When getting on or off engines, vans, etc., during the travelling of trains.		12.—Whilst attending to or by the failure of machinery, etc., of engines in steam.		13.—Whilst working on the permanent-way, sidings, etc.		14.—Whilst attending to gates at level-crossings.		15.—Whilst walking, crossing, or standing on the line on duty.		16.—From being caught between vehicles.		17.—From falling or being caught between trains and platforms, walls, etc.		18.—Whilst walking, etc., on the line on the way home or to work.		19.—Miscellaneous.		TOTAL.		TOTAL SERVANTS.		Whilst passing over the railway at level-crossings.		Trespassers.		Suicides.		Miscellaneous.		TOTAL OTHERS.			
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
...	1	...	4	...	5	...	...	3	1	...	...	2	1	1	...	8	6	1	3	...	1	...	1	3	17	33	18	36	3	2	60	6	12	1	...	2	75	11	108	86	I
...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	5	3	...	...	1	...	1	...	...	2	...	7	4	...	II	
...	...	...	...	...	3	...	...	1	...	...	...	...	1	2	...	...	...	...	...	...	...	...	...	1	7	1	7	...	...	8	3	4	...	...	12	3	14	11	...	III	
...	...	...	...	...	...	...	...	...	...	1	...	...	1	...	...	1	...	1	...	1	...	...	...	2	3	2	3	...	...	5	2	6	...	...	11	2	14	6	...	IV	
...	1	2	...	1	1	1	...	2	3	1	4	1	...	4	5	...	1	...	1	...	...	2	3	17	27	20	34	2	1	22	16	4	...	...	2	28	19	59	86	XI	
...	...	1	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1	1	1	3	1	3	...	1	12	2	5	4	...	2	17	9	18	17	...	XIII	
...	1	...	...	...	...	...	2	...	1	...	...	...	4	1	...	...	...	1	1	...	1	...	3	7	9	7	9	2	...	10	8	1	...	1	...	14	8	22	22	...	XIV
...	2	1	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	3	2	3	2	2	...	3	...	1	...	...	...	6	...	10	5	...	XVI	
...	1	2	1	1	1	...	...	1	...	3	...	...	1	8	...	...	1	...	1	...	2	...	9	15	9	21	1	...	14	4	2	...	...	...	17	4	27	32	...	XVIII	
...	1	...	1	...	...	...	...	...	...	1	1	...	2	...	...	...	...	...	...	...	2	...	5	6	5	6	3	...	9	1	...	...	...	12	1	20	12	...	XIX		
...	...	1	...	1	1	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	2	5	2	5	...	...	2	1	...	...	...	1	2	2	4	18	...	XX		
...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	7	...	10	...	10	...	...	2	2	...	...	...	2	2	2	13	...	XXXII			
...	2	7	8	3	11	2	2	6	9	1	7	5	2	2	1	18	27	2	4	2	2	3	2	8	17	64	121	73	139	13	4	148	45	36	5	1	7	198	61	305	312
1	...	5	12	3	11	2	1	3	14	...	3	3	7	3	1	17	12	4	4	2	2	5	2	5	16	59	119	63	136	6	6	125	37	52	3	4	3	187	49	282	298
...	...	1	...	...	...	...	...	...	...	...	...	...	1	...	...	1	1	...	...	...	...	...	4	2	4	3	1	...	23	10	4	...	...	...	28	10	32	14	...	XXXIX	
...	1	...	1	...	...	1	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	3	1	9	1	10	...	...	11	3	...	...	1	2	12	5	16	27	...	XLI
...	1	...	1	...	...	1	1	...	1	...	1	...	1	...	...	...	...	...	...	...	...	2	5	6	5	6	...	...	3	...	1	...	...	1	4	1	9	12	...	XLIII	
...	...	1	...	...	...	...	...	...	...	1	1	...	1	...	...	...	...	1	...	1	...	...	3	3	3	4	1	...	3	2	1	...	...	...	5	2	10	8	...	XLVI	
...	...	1	...	...	...	...	...	...	...	...	...	1	1	...	1	...	1	...	1	...	...	...	1	3	1	5	...	...	1	...	3	...	...	4	...	5	5	...	XLVIII		
...	1	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	2	...	7	...	8	1	...	9	3	...	...	1	...	11	3	12	15	...	XLIX		
...	1	3	2	3	...	...	2	1	...	1	1	1	1	...	2	2	...	3	1	1	...	...	7	14	30	14	36	3	...	50	18	9	...	2	3	64	21	84	81		

(A) Including the Berwada Extension (East Coast State railway).

(B) " the Palanpur-Deesa, the Ahmedabad-Parantij, and the Gackwar's Mehsana railways.

(C) " the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhapur, the Yesvanipur-Mysore frontier, and the Mysore-Nanjangred railways.

(D) " the Mayavaram-Mutpet railway.

R. 3



## ABSTRACT

NUMBER OF PERSONS REPORTED, DURING THE SIX MONTHS ENDING WITH THE 30th JUNE 1898, AS KILLED OR INJURED IN PASSENGERS, RAILWAY SERVANTS AND OTHER PERSONS, AND CLASSIFYING, AS FAR AS

Classification Number.	RAILWAY.	PASSENGERS.																								SERVANTS AND OTHER PERSONS.											
		FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.												FROM CAUSES OTHER THAN																							
		FROM ACCIDENTS TO TRAINS, ETC.—See Abstracts Nos. 3 and 4.												FROM ACCIDENTS TO TRAINS, ETC.—See Abstracts Nos. 3 and 4.																							
		1.—From falling between trains and platforms. 2.—Falling on to the platform, ballast, etc., when getting into or out of trains. 3.—Whilst crossing the line at stations. 4.—By closing of carriage doors. 5.—Falling out of carriages during the travelling of trains. 6.—Other accidents. TOTAL.												1.—Whilst coupling or uncoupling vehicles. 2.—By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines. 3.—Whilst passing over or standing upon buffers during shunting. 4.—When getting on or off, or falling off, engines, wagons, etc., during shunting. 5.—Whilst backing, straggling, or chocking wheels. 6.—Whilst attending to ground points, marshalling trains, etc.																							
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.										
	Brought forward	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1										
	<i>Metre gauge—concl.</i>																																				
L	State lines worked by the State.																																				
	Eastern Bengal (a)			1						2			1	2							1				1												
LI	Cawnpore-Burhwal																																				
	Assisted companies.																																				
LIII	Deoghur																																				
LIV	Rohilkund and Kumaon (Company's section) (b)			1	1								1	1	1	1					1																
LV	Bengal Doonars																																				
LVI	Dibru-Sadiya (c)																																				
	Lines owned and worked by native states.																																				
LXIX	Jodhpore-Bickaneer—Jodhpore section					1				2				3		3																					
	Bickaneer „																																				
LXX	Oodeypore-Chitor																																				
LXXI	Bhāvnagar-Gondal-Junagadh-Portbandar (d)			1						1			1	1	1	1	3	2			1				1												
	TOTAL	2	1	1	2					28	2		9	31	4	31	3	8	2	5		1	2	4	1	1											
	Average of the three previous corresponding periods	5	1	2	1	2				5	24	2	9	28	9	33	1	4	3	5	1	1	3	3	1	1											
	<i>Special gauges.</i>																																				
LXXX	State line worked by the State.																																				
	Jorhat (2' 0")																																				
	Assisted companies																																				
LXXXI	Darjeeling-Himalayan (2' 0")									1			1		1																						
	Tezpur-Balipara (2' 6")																																				
	Line owned by native state and worked by company.																																				
LXXXIII	The Gaekwar's Dabhoi (2' 6")																																				
LXXXIV	Rajpipla (2' 6")																																				
	Line owned by native state and worked by state railway agency.																																				
LXXXVI	Cooch Behar (2' 6")																																				
	Line owned and worked by native state.																																				
LXXXVII	Morvi (2' 6")																																				
	TOTAL	1								1			1		1																						
	Average of the three previous corresponding periods	1															1				1																
	GRAND TOTAL	6	35	8	14	17	1	3	10	78	4	3	37	109	43	144	12	26	5	16	2	3	2	11	5	1	5										
	Average of the three previous corresponding periods	8	50	4	6	15	1	2	118	68	4	4	33	96	41	146	5	22	7	18	3	3	4	15	4	2	2										

(a) Including the Kanua-Dharja 2' 6" gauge branch.  
 (b) " the Lucknow-Bareilly section (Rohilkund and Kumaon).  
 (c) " the Lado and Tikah-Marcherita Colliery railway.  
 (d) " the Jetalpur-Rajkot and Jamnagar railways.





**ABSTRACT No. 3.**

Accidents to trains, rolling stock, permanent-way, etc., reported during the six months ending with the 30th June 1898, as having occurred on the several railways open for traffic in India, distinguishing the different classes of accidents and the number of passengers and of railway servants killed or injured in each class of accident.

STANDARD GAUGE.

[illegible]

STANDARD GAUGE—contd.

(a) Including the Hyderabad-Shirdipalli, the Rajpura-Bhatinda and the Jammu and Kashmir railways.  
(b) Not passengers.  
(c) Out of these, two were not passengers.  
(d) Not passengers.

(c) Including the Hyderabad-Shadipalli, the Rajpura-Bhatinda and the Jamnū and Kachmir railways.  
(d) Not passengers.





TOTAL ALL CLASSES

	BENGAL AND NORTH-WESTERN (TIRHOO AND COMPANY'S SECTION).										RAJPUTANA-MALWA (e).										SOUTHERN MARATHA (f).									
	Number.					Number of passengers and others.					Number.					Number of passengers and others.					Number.					Number of passengers and others.				
	Accidents reported to Local Government under section 85 of the Indian Railways Act, No. IX of 1880.	Other accidents.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Accidents reported to Local Government under section 85 of the Indian Railways Act, No. IX of 1880.	Other accidents.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Accidents reported to Local Government under section 85 of the Indian Railways Act, No. IX of 1880.	Other accidents.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Ditto and goods or mineral trains, engines and vehicles standing foul of the line	1	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Ditto goods trains or parts of goods trains	3	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Ditto light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, &c., leaving the rails	13	...	13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	36	...	36	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	4	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	7	...	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	2	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	8	85	93	...	...	...	...	...	...	5	193	198	...	...	...	1	...	...	...	...	1	234	235	...	...	...	...	...	...	...

(e) Including the Palanpur-Deesa, the Ahmedabad-Patandl and the Bhakkar's Mehsana railways.

(f) Including the Guntakal-Mysore frontier, the Mysore section (southern Maratha), the Kolhapur, the Yavatpur-Mysore frontier, and the Mysore-Nanjangal railways.



ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, &c., reported during the six months ending with the 30th June 1898, as having occurred on the several railways open for traffic in India, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—*contd.*

	SOUTH INDIAN (a).										ASSAM-BENGAL.										BURMA.									
	Number:					Number of passengers and others.					Number.					Number of passengers and others.					Number.					Number of passengers and others.				
	Accidents reported to Local Government under section 53 of the Indian Railways Act, No. IX of 1880.					Total.					Other accidents.					Accidents reported to Local Government under section 53 of the Indian Railways Act, No. IX of 1880.					Other accidents.					Accidents reported to Local Government under section 53 of the Indian Railways Act, No. IX of 1880.				
	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Ditto	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Ditto	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Ditto	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	2	106	108	...	...	...	...	...	...	...	...	...	...	...	...	6	68	64	...	...	...	...	...	...	...	...	...	...	...	...

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, &c., reported during the six months ending with the 30th June 1898, as having occurred on the several railways open for traffic in India, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—*contd.*





ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, &c., reported during the six months ending with the 30th June 1898, as having occurred on the several railways open for traffic in India, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—contd.

ROHILKHAND AND KUMAON (COMPARTMENT SECTION) (a).										BENGAL DOUBLES.										DIHRO-SADITA (b).													
Number.		Number of passengers and others.		Number of servants.		Total all classes.		Number.		Number of passengers and others.		Number of servants.		Total all classes.		Number.		Number of passengers and others.		Number of servants.		Total all classes.		Number.		Number of passengers and others.		Number of servants.		Total all classes.			
Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1880.		Other accidents.		Total.		Killed.		Injured.		Other accidents.		Total.		Killed.		Injured.		Other accidents.		Total.		Killed.		Injured.		Other accidents.		Total.		Killed.		Injured.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8																										

for TRAFFIC in INDIA, distinguishing the different classes of ACCIDENTS and the number of PASSENGERS and OTHERS, and of RAILWAY SERVANTS KILLED or INJURED in each class of accident—*contd.*

JOHORE-BICKANER (JOHORE AND BICKANER SECTIONS).		ODISHA-CHITTOOR. METRE GAUGE— <i>contd.</i>										BHAÏN AGAR-GONDAL-JUNAGAR-PORBANDAR. (a)																					
		Number.		Number of passengers and others.		Number of servants.		Total all classes.		Number.		Number of passengers and others.		Number of servants.		Total all classes.																	
Accidents reported to Local Governments under section 88 of the Indian Railways Act, No. IX of 1900.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Total.	Accidents reported to Local Governments under section 88 of the Indian Railways Act, No. IX of 1900.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Total.	Accidents reported to Local Governments under section 88 of the Indian Railways Act, No. IX of 1900.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Total.	Accidents reported to Local Governments under section 88 of the Indian Railways Act, No. IX of 1900.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Total.		
1. Collisions between passenger trains or parts of passenger trains	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2. Ditto	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3. Ditto	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4. Ditto	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5. Passenger trains or parts of passenger trains leaving the rails	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7. Trains or engines travelling in the wrong direction through points	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
8. Trains running into stations or sidings at too high a speed	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
9. Ditto	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10. Ditto	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
11. Ditto	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
12. The bursting of boilers of engines	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
12(a). Ditto	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
13. The failure of machinery, springs, etc., of engines	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
14. Ditto	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
15. Ditto	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
16. Ditto	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
17. Ditto	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
18. Ditto	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
19. Ditto	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
20. Broken rails	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
21. The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
22. Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
23. Fire in trains	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
24. Fire at stations or involving injury to bridges or viaducts	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
25. Other accidents	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..</					

(a) Including the Jaisalmer-Rajkot and the Rajkot-Jamnagar railways.

(b) Not a passenger.



ABSTRACT No. 3. — ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, &c., reported during the six months ending with the 30th June 1898, as having occurred on the several railways open for traffic in India, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—*contd.*

	JODHPUR (3' 0'').						DARJEELING-HIMACHAL (3' 0'').						TIRUPUR-BANGALORE (3' 0'').						THE GANGETHIC DISTRICT (2' 0'').					
	Number.	Number of passengers and others.		Number of servants.		Total all classes.	Number.	Number of passengers and others.		Number of servants.		Total all classes.	Number.	Number of passengers and others.		Number of servants.		Total all classes.	Number.	Number of passengers and others.		Number of servants.		Total all classes.
		Killed.	Injured.	Killed.	Injured.			Killed.	Injured.	Killed.	Injured.			Killed.	Injured.	Killed.	Injured.			Killed.	Injured.	Killed.	Injured.	
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Trains running through gates at level crossings.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. The failure of tyres.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES.	1	3	11	...	...	...	5	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

ABSTRACT No. 3. — ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, &c., REPORTED DURING THE SIX MONTHS ENDING WITH THE 30TH JUNE 1898.

ABSTRACT NO. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, &c., reported during the six months ending with the 30th June 1898, as having occurred on the several railways open for traffic in India, distinguishing the different classes of accidents and the number of PASSENGERS AND OTHERS, and of RAILWAY SERVANTS KILLED OR INJURED in each class of accident—*continued*.

SPECIAL GAUGES— <i>continued</i> .															
BARRIDGE (2' 6").															
	Number.			Number of passengers and others.			Number of servants.			Total all classes.					
	Accidents reported to Local Governments under section 83 of Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
2. Ditto and goods or mineral trains, engines and vehicles standing foul of the line.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
3. Ditto goods trains or parts of goods trains.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
4. Ditto light engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
5. Passenger trains or parts of passenger trains leaving the rails.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
7. Trains or engines travelling in the wrong direction through points.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
9. Ditto over cattle on the line.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
10. Ditto over obstructions on the line.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
11. Ditto through gates at level-crossings.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
12. The bursting of boilers of engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
12(a). Ditto of tubes, etc., of engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
13. The failure of machinery, springs, etc., of engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
14. Ditto of tyres.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
15. Ditto of wheels.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
16. Ditto of axles.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
17. Ditto of brake apparatus.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
18. Ditto of couplings.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
20. Broken rails.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
21. The flooding of portions of permanent-way.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
22. Slips in cuttings or embankments.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
23. Fire in trains.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
24. Fire at stations, or involving injury to bridges or viaducts.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
25. Other accidents.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
TOTAL ALL CLASSES.	1	1	...	...	...	1	7	8	...	...	1	18	18	...	

COCHIN BEIR (2' 6").															
	Number.			Number of passengers and others.			Number of servants.			Total all classes.					
	Accidents reported to Local Governments under section 83 of Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
2. Ditto and goods or mineral trains, engines and vehicles standing foul of the line.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
3. Ditto goods trains or parts of goods trains.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
4. Ditto light engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
5. Passenger trains or parts of passenger trains leaving the rails.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
7. Trains or engines travelling in the wrong direction through points.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
9. Ditto over cattle on the line.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
10. Ditto over obstructions on the line.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
11. Ditto through gates at level-crossings.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
12. The bursting of boilers of engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
12(a). Ditto of tubes, etc., of engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
13. The failure of machinery, springs, etc., of engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
14. Ditto of tyres.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
15. Ditto of wheels.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
16. Ditto of axles.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
17. Ditto of brake apparatus.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
18. Ditto of couplings.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
20. Broken rails.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
21. The flooding of portions of permanent-way.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
22. Slips in cuttings or embankments.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
23. Fire in trains.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
24. Fire at stations, or involving injury to bridges or viaducts.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
25. Other accidents.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
TOTAL ALL CLASSES.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	

MORVI (2' 6").															
	Number.			Number of passengers and others.			Number of servants.			Total all classes.					
	Accidents reported to Local Governments under section 83 of Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
2. Ditto and goods or mineral trains, engines and vehicles standing foul of the line.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
3. Ditto goods trains or parts of goods trains.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
4. Ditto light engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
5. Passenger trains or parts of passenger trains leaving the rails.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
7. Trains or engines travelling in the wrong direction through points.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
9. Ditto over cattle on the line.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
10. Ditto over obstructions on the line.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
11. Ditto through gates at level-crossings.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
12. The bursting of boilers of engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
12(a). Ditto of tubes, etc., of engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
13. The failure of machinery, springs, etc., of engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
14. Ditto of tyres.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
15. Ditto of wheels.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
16. Ditto of axles.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
17. Ditto of brake apparatus.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
18. Ditto of couplings.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
20. Broken rails.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
21. The flooding of portions of permanent-way.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
22. Slips in cuttings or embankments.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
23. Fire in trains.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
24. Fire at stations, or involving injury to bridges or viaducts.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
25. Other accidents.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
TOTAL ALL CLASSES.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	



## ABSTRACT

ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the SIX MONTHS ending distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS AND OTHERS

	STANDARD GAUGE LINES.												METRE GAUGE.										
	Average number of accidents during the three previous corresponding periods of 1895, 1896, and 1897.			SIX MONTHS ENDING WITH THE 30TH JUNE 1898.										Average number of accidents during the three previous corresponding periods of 1895, 1896 and 1897.			SIX MONTHS ENDING WITH THE						
				Number.			Number of passengers and others.			Number of servants.			Total all classes.				Number.			Number of passengers and others.			
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	
1. Collisions between passenger trains or parts of passenger trains . . . . .	2	1	3	...	1	1	...	...	...	...	...	...	2	1	3	...	...	...	...	...	...	...	
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line . . . . .	7	5	12	9	6	15	4	13	5	9	9	22	4	4	8	3	2	5	...	...	...	...	
3. Collisions between goods trains or parts of goods trains . . . . .	5	25	30	7	30	37	...	...	2	8	2	8	2	9	11	11	3	14	...	...	...	...	
4. Collisions between light engines . . . . .	...	6	6	1	7	8	...	...	...	...	...	...	...	3	3	2	7	9	...	...	...	...	
5. Passenger trains or parts of passenger trains leaving the rails . . . . .	6	11	17	6	10	16	1	10	...	...	1	10	10	12	22	7	9	16	...	...	...	...	
6. Goods trains or parts of goods trains, engines, etc., leaving the rails . . . . .	5	62	67	2	73	75	...	...	1	...	1	...	2	49	51	4	33	37	...	...	...	...	
7. Trains or engines travelling in the wrong direction through points . . . . .	2	42	44	2	52	54	...	7	...	...	...	7	4	26	30	3	16	19	...	...	...	...	
8. Trains running into stations or sidings at too high a speed . . . . .	2	6	8	...	3	3	...	...	...	...	...	...	...	5	5	...	9	9	...	...	...	...	
9. Trains running over cattle on the line . . . . .	1	644	645	1	771	772	(a)	(a)	...	...	...	...	6	671	677	2	647	649	(b)	(b)	1	1	
10. Trains running over obstructions on the line . . . . .	6	46	52	3	43	46	3	2	1	...	4	2	7	30	37	4	36	40	1	...	...	...	
11. Trains running through gates at level-crossings . . . . .	3	17	20	1	26	27	...	1	...	...	...	1	1	8	9	...	4	4	...	...	...	...	
12. The bursting of boilers of engines . . . . .	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
12(a). The bursting of tubes, etc., of engines . . . . .	...	68	68	...	130	130	...	...	...	1	...	1	...	33	33	...	38	38	...	...	...	...	
13. The failure of machinery, springs, etc., of engines . . . . .	...	189	189	...	256	256	...	...	...	...	...	...	...	88	88	3	66	69	...	...	...	...	
14. The failure of tyres . . . . .	1	2	...	...	3	3	...	...	...	...	...	...	...	5	5	1	8	9	...	...	...	...	
15. Ditto of wheels . . . . .	...	2	2	...	2	2	...	...	...	...	...	...	...	...	...	1	1	2	...	...	...	...	
16. Ditto of axles . . . . .	...	6	6	...	8	8	...	...	...	...	...	...	3	21	24	5	32	37	...	...	...	...	
17. Ditto of brake apparatus . . . . .	...	1	1	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	
18. Ditto of couplings . . . . .	...	41	41	...	92	92	...	...	...	...	...	...	2	59	61	1	67	68	...	...	...	...	
19. Ditto of tunnels, bridges, viaducts, culverts, etc. . . . .	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
20. Broken rails . . . . .	...	20	20	...	18	18	...	...	...	...	...	...	...	19	19	1	19	20	...	...	...	...	
21. The flooding of portions of permanent-way . . . . .	2	8	10	...	7	7	...	...	...	...	...	...	1	4	5	3	11	14	...	...	...	...	
22. Slips in cuttings or embankments . . . . .	...	8	8	...	7	7	...	...	...	...	...	...	1	1	2	1	...	1	...	...	...	...	
23. Fire in trains . . . . .	2	65	67	3	72	75	1	5	...	...	1	5	...	34	34	...	37	37	(b)	(b)	1	1	
24. Fire at stations, or involving injury to bridges or viaducts . . . . .	...	22	22	2	28	30	(a)	...	...	...	...	2	...	15	51	7	12	19	...	...	...	...	
25. Other accidents . . . . .	2	86	88	1	187	188	...	...	...	...	...	...	7	44	51	8	59	67	...	...	...	...	
TOTAL FOR THE SIX MONTHS ENDING WITH THE 30TH JUNE 1898 . . . . .	...	...	...	38	1,832	1,870	(c)	(d)	9	18	18	58	...	...	...	67	1,116	1,183	(b)	(b)	1	1	
Average of the three previous corresponding periods of 1895, 1896 and 1897 . . . . .	...	...	...	46	1,385	1,431	(e)	(d)	11	50	4	17	15	67	...	...	52	1,142	1,194	(b)	(c)	1	8
Mean mileage worked . . . . .	12,328												8,493										
Number of servants employed . . . . .	127,417												59,024										
Train-mileage of all descriptions . . . . .	26,326,635												11,381,834										
Number of passengers carried . . . . .	48,659,749												27,504,504										
Passenger-mileage . . . . .	1,997,195,411												981,386,387										
Per mile open—																							
Train-mileage of all descriptions . . . . .	2,135												1,340										
Number of passengers carried . . . . .	3,947												3,238										
Passenger-mileage . . . . .	162,004												115,552										
Total passengers—																							
Killed per million of passengers . . . . .	0.123												.....										
Injured per million of passengers . . . . .	0.719												.....										
Killed per million of passenger-miles . . . . .	0.003												.....										
Injured per million of passenger-miles . . . . .	0.018												.....										

(a) Not passengers.

(b) Not a passenger.

(c) Out of these, three were not passengers. Out of these, four were not passengers.

(d) Out of these, five were not passengers.

with the 30th June 1898, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, and of RAILWAY SERVANTS KILLED or INJURED in each class of accident.

(A) Excluding Teapur-Balipara railway



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE 2nd HALF OF JANUARY 1898 AND 1899.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Burma—*</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	19'28	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	24'32	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	20'9	...	50'38	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	...	...	26'67	...	35'55	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	30'05	...	...	...	...	...	...	...	...	...
Bassein . . . . .	...	...	29'5	...	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Henzada . . . . .	...	...	24'07	...	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	29'63	...	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	...	...	30'49	...	27'36	...	...	...	...	...	...	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	28'19	...	...	...	...	...	...	...	14'81	...
<i>Arakan—</i>												
Kyaukpys . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	25	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brahmaputra—</i>												
Goalpara . . . . .	12'5	20	25	31'25	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bengal—*</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	25	30	...	...	...	...	...	...	...	...
Dacca . . . . .	...	...	23'75	32'5	30	48'75	...	...	15	30	...	...
<i>Deltaic—</i>												
Midnapur . . . . .	...	...	22'5	30	...	...	...	...	...	...	...	...
Calcutta . . . . .	...	...	30	35	27'5	42'5	...	...	20	30	18'75	27'5
<i>Central—</i>												
Bardwan . . . . .	...	...	25	30	...	...	...	...	...	...	...	...
Pabna . . . . .	...	...	21'25	35	24'22	50	...	...	...	...	...	...
<i>Northern—</i>												
Rangpur . . . . .	...	...	22'5	35	30	50	...	...	...	...	...	...
<i>Orissa—</i>												
Cuttack . . . . .	...	...	22'66	24'37	31'87	45'31	...	...	...	...	...	...
<i>Bihar, south—</i>												
Patna . . . . .	...	...	19'06	25	19'06	30	...	...	10'94	21'87	16'87	20
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	22'5	25'78	22'5	35'16	...	...	13'12	28'59	...	...
Muzaffarpur . . . . .	...	...	26'04	27'5	25	36'25	...	...	11'41	25	...	...
<b>N.W. Provinces—</b>												
<i>Eastern—</i>												
Benares . . . . .	14'69	21'36	24'53	37'08	24'01	35'73	28'38	41'87	15'26	24'17	16'25	21'82
<i>Central—</i>												
Cawnpore . . . . .	16'67	20	27'13	36'35	25	33'33	27'6	36'35	15'99	18'38	17'19	17'4
Jhansi . . . . .	14'69	22'19	31'98	39'06	27'66	34'01	31'72	40'31	14'53	22'19	15'1	17'97
<i>Western—</i>												
Meerut . . . . .	...	...	33'33	...	22'24	36'25	25'83	...	...	25	...	...
Agra . . . . .	...	...	37'5	42'10	23'12	36'25	28'75	...	13'75	19'84	14'37	20
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	...	...	26'67	...	23'49	31'98	...	...	13'33	20	...	...
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow . . . . .	15'68	21'04	28'49	36'67	24'58	33'33	28'49	40	15'36	26'56	16'61	20
<i>Northern—</i>												
Fyzabad . . . . .	14'69	...	33'33	...	22'81	33'28	...	...	...	23'59	13'75	21'09

\* The figures under "Rice, husked" represent the prices of common rice.

(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAGI.		MAIZE.		GRAM.		ARHAR DÁL.		GHI.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
												Burma—
												Tenasserim—
												Mergui.
						57'64						Tavoy.
						35'75		50'38				Moulmein and Amherst.
												Pegu (deltaic)—
						27'59		38'1				Rangoon.
												Thongwa.
						37'88						Bassein.
												Pegu (inland)—
								60'42				Henzada.
						38'1						Toungoo.
				9'09		18'39		36'8				Upper Burma—
												Mandalay.
												Bamo.
						20		55'63				Pakokku.
												Arakan—
						38'1		53'33				Kyaukpyu.
												Akyab.
												Assam—
												Brahmaputra—
												Goalpara.
												Gauhati.
												Bengal—
						32'5	52'5			400	400	Eastern—
						25	38'75	25	57'5	420	350	Chittagong.
												Dacca.
												Deltaic—
										340	325	Midnapur.
22'5	27'5			12'5	27'5	22'5	45	32'5	37'5	330	330	Calcutta.
						20	47'5	31'25	41'25	320	300	Central—
						24'06	50	31'25	40	530	380	Bardwan.
												Pabna.
				15	25	20	45	40	70	360	300	Northern—
												Rangpur.
						21'72	26'25	19'06	25'62	360	340	Orissa—
												Cuttack.
				11'56	17'5	15	35'62	21'25		280	260	Bihar, south—
												Patna.
				13'12	18'59	18'59	42'19	19'69	28'39	360	300	Bihar, north—
		14'53	20	14'53	20	15'99		25	50	304'69	266'56	Bhagalpur.
												Muzaffarpur.
												N.-W. Provinces—
												Eastern—
17'5	23'7			13'85	21'41	16'04	38'7	23'96	56'98	314'79	300'78	Benares.
16'67	18'18			14'79	17'97	17'76	30'78	22'24	42'13	278'28	255'99	Central—
	20			12'34	18'44	16'04	30'16	21'35		266'56	240	Cawnpore.
												Jhansi.
				14'79		19'06	38'75			290'88		Western—
16'36	21'09			13'44		16'36	35'62	22'5	53'28	270	266'56	Meerut.
												Agra.
15'99	20'26					17'03		15'36		296'25 and 300	265	Submontane, west—
												Shahjahanpur.
												Oudh—
17'34	21'04			14'84	20	20'47	40	22'19		300	280	Southern—
												Lucknow.
				14'06	26'87	19'06	33'12	20		295	255'62	Northern—
												Fyzabad.



## WHOLESALE PRICES FOR THE 2nd HALF OF JANUARY 1898 AND 1899—continued.

DISTRICTS.	GŌR.		SALT.		TOBACCO LEAF.		TURMERIC.		GRASS.		STRAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	10'06	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	27'36	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	25'09	...	...	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	...	...	19'05	...	...	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	20'39	...	...	...	...	...	...	...	...	...
Bassein . . . . .	...	...	22'61	...	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Henzada . . . . .	...	...	35'18	...	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	27'01	...	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	...	...	21'05	...	...	...	...	...	...	...	...	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	24'71	...	...	...	...	...	...	...	...	...
<i>Arakan—</i>												
Kyaukpypu . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	38'1	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brahmaputra—</i>												
Goalpara . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	35	40	100	100	...	...	...	...	...	...
Dacca . . . . .	...	...	36'25	37'5	70	65	...	...	2'5	2'5	...	...
<i>Deltaic—</i>												
Midnapur . . . . .	...	...	35	36'56	60 and 82'5	47'5 and 62'5	...	...	...	...	1'56	1'2
Calcutta . . . . .	...	...	33'75	35'62	60	70	...	...	8'38	7'5	6'25	5'62
<i>Central—</i>												
Bardwan . . . . .	...	...	33'12	35	...	...	...	...	...	...	1'87	2'5
Pabna . . . . .	...	...	38'75	39'06	75	70	...	...	...	...	7'5	...
<i>Northern—</i>												
Rangpur . . . . .	...	...	40	40	80	60	...	...	3'75	1'7(a)	5	1'7(a)
<i>Orissa—</i>												
Cuttack . . . . .	...	...	30	30'62	45	80	...	...	5'57	5'56	3'75	2'83
<i>Bihar, south—</i>												
Patna . . . . .	...	...	35	36'25	30	30	...	...	2'5	3'75	2'5	3'75
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	34'37	37'5	50	40	...	...	...	...	...	...
Muzaffarpur . . . . .	...	...	34'69	36'25	100	100	...	...	...	...	...	...
<b>N.W. Provinces—</b>												
<i>Eastern—</i>												
Benares . . . . .	28'23	38'59	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Cawnpore . . . . .	33'33	40	...	...	52'5	65	117'5	97'5	...	...	...	...
Jhansi . . . . .	40	40	...	...	...	...	...	...	...	...	...	...
<i>Western—</i>												
Meerut . . . . .	28'54	40	...	...	...	...	123'07	...	...	...	...	...
Agra . . . . .	37'5	40	...	...	40 to 80	...	100	...	5	...	3'33	...
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	30'21	38'07	...	...	...	...	...	105 and 110	...	...	...	...
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow . . . . .	30'78	40	...	...	72'5	75	...	...	3'33	4'01	4'01	5
<i>Northern—</i>												
Fyzabad . . . . .	28'59	...	...	...	...	...	...	...	...	2'81	...	...

(a) Per bundle.

(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

JAWAR STALKS.		BHUSA.		SHEEP, PER SCORE.		GOATS, PER SCORE.		PLOUGH BULLOCKS, PER PAIR.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
...	...	...	...	...	...	...	...	...	...	Burma—
...	...	...	...	...	...	...	...	...	...	Tenasserim—
...	...	...	...	...	...	...	...	...	...	Mergui.
...	...	...	...	...	...	...	...	...	...	Tavoy.
...	...	...	...	...	...	...	...	...	...	Moulmein and Amherst.
...	...	...	...	...	...	...	...	...	...	Pegu (deltaic)—
...	...	...	...	...	...	...	...	...	...	Rangoon.
...	...	...	...	...	...	...	...	...	...	Thongwa.
...	...	...	...	...	...	...	...	...	...	Bassein.
...	...	...	...	...	...	...	...	...	...	Pegu (inland)—
...	...	...	...	...	...	...	...	...	...	Henzada.
...	...	...	...	...	...	...	...	...	...	Toungoo.
...	...	...	...	...	...	...	...	...	...	Upper Burma—
...	...	...	...	...	...	...	...	...	...	Mandalay.
...	...	...	...	...	...	...	...	...	...	Bamo.
...	...	...	...	...	...	...	...	...	...	Pakokku.
...	...	...	...	...	...	...	...	...	...	Arakan—
...	...	...	...	...	...	...	...	...	...	Kyaukpyu.
...	...	...	...	...	...	...	...	...	...	Akyab.
...	...	...	...	...	...	...	...	...	...	Assam—
...	...	...	...	...	...	...	...	...	...	Brahmaputra—
...	...	...	...	...	...	...	...	...	...	Goalpara.
...	...	...	...	...	...	...	...	...	...	Gauhati.
...	...	...	...	...	...	...	...	...	...	Bengal—
...	...	...	...	...	...	...	...	...	...	Eastern—
...	...	...	...	...	...	...	...	...	...	Chittagong.
...	...	...	...	...	...	...	...	...	...	Dacca.
...	...	...	...	...	...	...	...	...	...	Deltaic—
...	...	...	...	...	...	...	...	...	...	Midnapur.
...	...	...	...	...	...	...	...	...	...	Calcutta.
...	...	...	...	...	...	...	...	...	...	Central—
...	...	...	...	...	...	...	...	...	...	Bardwan.
...	...	...	...	...	...	...	...	...	...	Pabna.
...	...	...	...	...	...	...	...	...	...	Northern—
...	...	...	...	...	...	...	...	...	...	Rangpur.
...	...	...	...	...	...	...	...	...	...	Orissa—
...	...	...	...	...	...	...	...	...	...	Cuttack.
...	...	...	...	...	...	...	...	...	...	Bihar, south—
...	...	...	...	...	...	...	...	...	...	Patna.
...	...	...	...	...	...	...	...	...	...	Bihar, north—
...	...	...	...	...	...	...	...	...	...	Bhagalpur.
...	...	...	...	...	...	...	...	...	...	Muzaffarpur.
...	...	...	...	...	...	...	...	...	...	N.-W. Provinces—
...	...	...	...	...	...	...	...	...	...	Eastern—
...	...	...	...	...	...	...	...	...	...	Benares.
...	...	...	...	60	60	...	...	...	...	Central—
...	...	...	...	...	...	...	...	...	...	Cawnpore.
...	...	...	...	...	...	...	...	...	...	Jhansi.
...	...	...	...	60	60	...	...	60	70	Western—
...	...	...	...	...	...	...	...	...	...	Meerut.
3'33	...	...	...	30	30	...	...	80 to 100	...	Agra.
...	...	...	...	40 to 90	40 to 90	...	...	25 to 50	25 to 50	Submontane, west—
...	...	...	...	...	...	...	...	...	...	Shahjahanpur.
...	...	...	...	...	...	...	...	...	...	Oudh—
2'19	3'12	...	...	35	35	...	...	...	...	Southern—
...	...	...	...	...	...	...	...	30	28	Lucknow.
...	...	...	...	...	...	...	...	...	...	Northern—
...	...	...	...	...	...	...	...	...	...	Fyzabad.



## WHOLESALE PRICES FOR THE 2nd HALF OF JANUARY 1898 AND 1899—continued.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Rajputana—</b>												
<b>Eastern—</b>												
Ajmere . . . . .	33'33	33'33	...	...	29'63	39'06	...	...	20'47	24'37	20	22'19
<b>Panjab—</b>												
<b>Southern—</b>												
Ferozpur . . . . .	15'36	20	40	90	21'04	32'5	25'62	35	12'5	22'5	15'99	21'87
<b>Central—</b>												
Lahore . . . . .	16'09	22'5	28'59	40	21'35	29'9	24'95	35'62	11'61	21'87	15'26	21'56
<b>South-eastern—</b>												
Delhi . . . . .	20	25	30'78	36'35	22'24	36'35	26'67	41'04	15'36	21'04	16'3	20
<b>Submontane—</b>												
Amritsar . . . . .	17'03	25	31'98	45'73	20'52	30'78	23'54	34'79	...	...	...	21'04
<b>Northern—</b>												
Rawalpindi . . . . .	16'67	25	47'66	53'33	23'12	32'03	26'25	34'79	12'92	21'61	11'25	21'04
<b>Western—</b>												
Multan . . . . .	12'19	18'12	24'22	33'33	24'58	35'52	30'16	37'97	14'84	20	12'81	23'59
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	...	30'31	50	28'75	38'75	...	...	19'06	25	17'81	23'75
Shikarpur . . . . .	...	...	...	...	24'69	33'91	...	...	...	22'19	14'06	20
Quetta . . . . .	...	...	...	...	25 to 30	40	60	65	20'62	28'75	17'5	25
<b>Bombay—</b>												
<b>Deccan—</b>												
Dharwar . . . . .	...	...	...	...	...	36'82	...	...	...	...	...	19'43
Sholapur . . . . .	...	...	34'84	...	...	...	...	...	...	...	14'22	...
Poona . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Khandesh—</b>												
Ahmadnagar . . . . .	...	...	...	...	28'75	...	...	...	...	...	...	...
Dhulia . . . . .	...	...	...	...	30'52	...	...	...	...	...	14'79	20'36
<b>Gujarat—</b>												
Surat . . . . .	...	...	...	...	33'12	...	...	...	...	...	16'56	25'94
Ahmadabad . . . . .	21'25	31'25	34'37	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
<b>Western—</b>												
Nagpur . . . . .	...	...	25	25	28	36	33'31	52	...	...	16'31	20
<b>Central—</b>												
Jubbulpore . . . . .	20	22'25	21'62	27'56	25'81	36'37	28'56	42'12	...	...	16	19'06
<b>Eastern—</b>												
Raipur . . . . .	...	...	22	29	23	35	31	49	...	...	...	...
<b>Berar—</b>												
Básim . . . . .	...	...	...	...	34'26	54'4	...	...	...	...	12'5	21'16
Ellichpur . . . . .	...	...	61'53	66'62	40	53'3	50	57'41	...	...	15'37	20
Amraoti . . . . .	...	...	40	40	36'36	50	44'44	...	...	...	13'33	20
<b>Madras—</b>												
<b>South, central—</b>												
Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	21	28'8
Salem . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central—</b>												
Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	15'5	26
Cuddapah . . . . .	17'8	27'9	34'1	47	...	...	...	...	...	...	15'8	29'7
Karnul . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>East Coast, central—</b>												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>East Coast, south—</b>												
Madras . . . . .	17'9	31'1	36'3	54'8	...	...	...	...	...	...	...	...
Tanjore . . . . .	14'9	28'4	26	52'1	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Southern—</b>												
Madura . . . . .	...	...	...	...	...	...	...	...	...	...	21'1	30'5
<b>Mysore—</b>												
Mysore . . . . .	18'91	26'47	32'91	43'88	33'31	50'94	68'57	54'85	...	...	...	18'29
Bangalore . . . . .	13	19'6	38'25	54'87	38'25	58'8	48	54'88	...	...	15'69	23'51

The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAGI.		MAIZE.		GRAM.		ARHAR DÁL.		GHL.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
24'06	25	...	...	20	21'56	24'06	38'12	...	...	320	305	Rajputana— Eastern— Ajmere.
20	21'87	...	...	14'27	21'25	16'67	32'5	36'35	57'5	295	310	Panjab— Southern— Ferozpur.
16'98	21'56	...	...	13'54	21'56	17'13	31'67	30'78	55'16	320	328'44	Central— Lahore.
18'59	20	...	...	14'53	21'04	18'59	34'79	27'6	47'03	312'81	320	South-eastern— Delhi.
...	...	...	...	12'5	21'77	15'59	32'66	...	...	...	...	Submontane— Amritsar.
18'12	24'22	...	...	17'34	22'19	17'81	35'62	33'33	60'36	277'03	290'94	Northern— Rawalpindi.
16'67	25	...	...	14'06	22'19	20	36'35	...	...	320	320	Western— Multan.
20'62	27'34	...	...	...	...	24'06	37'81	38'75	65	345	330	Sind and Baluchistan— Karachi.
...	...	...	...	...	...	20'62	34'06	...	...	301'25	...	Shikarpur.
...	...	...	...	20	30	...	...	40	...	280 to 300	330	Quetta.
...	...	...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dharwar. Sholapur. Poona.
16'56	...	...	...	...	...	19'74	...	24'06	...	...	...	Khandesh— Ahmadnagar. Dhulia.
20'99	30'05	...	...	...	...	25'36	...	...	...	...	...	Gujarat— Surat. Ahmadabad.
16'51	...	...	...	...	...	...	...	...	...	...	...	Central Provinces— Western— Nagpur.
...	...	...	...	...	...	20	41	20	31	333'31	318	Central— Jubbulpore.
...	...	...	...	...	...	16'69	33'31	25	53'31	260	245	Eastern— Raipur.
...	...	...	...	...	...	14	36	23	45	275	260	Berar— Basim. Ellichpur. Amratoti.
25	40	...	...	...	...	29'62	50	29'62	33'33	360	320	Madras— South, central— Coimbatore. Salem.
16'67	30'78	...	...	...	...	25	50	26'67	30'78	290	280	Central— Bellary.
16'8	20	...	...	...	...	39'2	56'9	...	...	380'4	400	Cuddapah. Karnul.
...	...	20'4	22	...	...	...	...	22'1	28'6	308'2	351'4	East Coast, central— Nellore.
...	...	...	...	...	...	25	56	20	...	253'6	377'1	East Coast, south— Madras. Tanjore. Trichinopoly.
18'4	27	...	...	...	...	...	...	...	...	238'4	300	Southern— Madura.
...	...	19	29'5	...	...	...	...	16'1	37'3	...	...	Mysore— Mysore. Bangalore.
...	...	...	...	...	...	30'1	59'8	...	...	283'9	329'1	
...	...	15'7	26	...	...	...	...	...	...	...	...	
19'8	31	...	...	...	...	...	...	25'6	28'3	...	...	
...	...	21'55	21'55	...	...	13'01	27'29	72'69	68'07	339'25	346'62	
...	...	15'69	24'82	...	...	16'69	35'28	47'25	50'13	359'5	411'3	



## WHOLESALE PRICES FOR THE 2nd HALF OF JANUARY 1898 AND 1899—concluded.

DISTRICTS.	GŪR.		SALT.		TOBACCO LEAF.		TURMERIC.		GRASS.		STRAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Rajputana—</b>												
<b>Eastern—</b>												
Ajmere . . . . .	47'81	47'81	...	...	...	...	...	...	10	5	10	5
<b>Panjab—</b>												
<b>Southern—</b>												
Ferozpur . . . . .	...	...	...	...	50	50	133'33	110	3'28	4'37	3'28	5
<b>Central—</b>												
Lahore . . . . .	...	...	...	...	53'33	57'13	110'31	123'07	8'02	10	4'43	5
<b>South-eastern—</b>												
Delhi . . . . .	...	...	...	...	80	80	123'07	123'07	7'07	6'67	7'07	8'91
<b>Submontane—</b>												
Amritsar . . . . .	...	...	...	...	...	...	...	...	...	...	4'01	5'73
<b>Northern—</b>												
Rawalpindi . . . . .	...	...	...	...	40	40	123'12	100	4'01	5	5	6'15
<b>Western—</b>												
Multan . . . . .	...	...	...	...	100	100	145'47	133'33	4'01	3'33	5	5'62
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	60	65	...	...	120	...	125	105	...	...	...	...
Shikarpur . . . . .	37'81	40'16	...	...	...	...	...	...	...	...	...	...
Quetta . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bombay—</b>												
<b>Deccan—</b>												
Dharwar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Sholapur . . . . .	54'95	...	...	...	...	...	...	...	...	...	...	...
Poona . . . . .	51'77	...	...	...	...	...	...	...	...	...	...	...
<b>Khandesh—</b>												
Ahmadnagar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Dhulia . . . . .	66'67	...	...	...	...	...	...	...	...	...	...	...
<b>Gujarat—</b>												
Surat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ahmadabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
<b>Western—</b>												
Nagpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central—</b>												
Jubbulpore . . . . .	...	...	39	38'56	60	60	140	120	...	...	...	...
<b>Eastern—</b>												
Raipur . . . . .	...	...	42	42	120	180	90	90	...	...	...	...
<b>Berar—</b>												
Basim . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ellichpur . . . . .	...	...	...	...	200	320	130	76'28	4	3	...	...
Amraoti . . . . .	...	...	...	...	120	200	140	120	31(a)	25(a)	...	...
<b>Madras—</b>												
<b>South, central—</b>												
Coimbatore . . . . .	57'6	81'9	...	...	...	...	...	131'3	...	...	...	...
Salem . . . . .	...	...	...	...	119'8	111'3	89'2	51'6	...	...	5'8	6'3
<b>Central—</b>												
Belary . . . . .	39'6	47'3	...	...	...	...	...	...	...	...	...	...
Cuddapah . . . . .	...	...	...	...	...	...	115'2	66'7	...	...	...	...
Karnul . . . . .	...	...	...	...	52'7	66'7	74'8	123	...	...	...	...
<b>East Coast, central—</b>												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	4'4	5'1
<b>East Coast, south—</b>												
Madras . . . . .	55'9	57'6	...	...	139'9	131'7	98'8	57'6	...	...	...	...
Tanjore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	118'3	118'3	...	...	...	...	...	...
<b>Southern—</b>												
Madura . . . . .	...	...	...	...	106'8	111'7	...	...	...	...	4'3	5'4
<b>Mysore—</b>												
Mysore . . . . .	68'56	68'56	...	...	374	374	140'25	116'87	10'71	10'71	7'14	7'14
Bangalore . . . . .	45'81	51'36	...	...	351	342'75	179'81	85'69	9'06	3'5	10	13'71

(a) Per 100 pulleys weighing on an average 150 lbs.

The figures represent prices per ten maunds in rupees and decimals of a rupee.)

JAWAR STALKS.		BHUSA.		SHEEP, PER SCORE.		GOATS, PER SCORE.		PLOUGH BULLOCKS, PER PAIR.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
3'33	5	...	...	140	140	...	...	80	80	Rajputana— Eastern— Ajmere.
4'01	4'37	...	...	50	50	...	...	75	75	Panjab— Southern— Ferozpur.
...	...	...	...	100	100	...	...	113	105	Central— Lahore.
7'97	5	...	...	60	60	...	...	125	125	South-eastern— Delhi.
...	...	...	...	85	...	...	...	...	...	Submontane— Amritsar.
4'01	6'67	...	...	60	55	...	...	60	60	Northern— Rawalpindi.
5'68	4'01	...	...	50	50	...	...	70	70	Western— Multan.
...	...	...	...	...	87'5	...	...	...	...	Sind and Baluchistan— Karachi. Shikarpur.
...	...	7'5	9'37	40 to 140	40 to 140	...	...	...	...	Quetta.
...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dharwar. Sholapur. Poona.
...	...	...	...	...	...	...	...	...	...	Khandesh— Ahmadnagar. Dhulia.
...	...	...	...	...	...	...	...	...	...	Gujarat— Surat. Ahmadabad.
...	...	...	...	60	60	...	...	70	70	Central Provinces— Western— Nagpur.
...	...	...	...	40	37	...	...	42	27	Central— Jubbulpore.
...	...	...	...	...	...	...	...	...	...	Eastern— Raipur.
...	...	...	...	...	...	...	...	...	...	Berar— Basim. Ellichpur. Amraoti.
3'33(a)	3'5	...	...	50	50	...	...	60	60	
...	2'5(a)	...	...	50	50	...	...	90	90	
...	...	...	...	90	85	90	85	60	60	Madras— South, central— Coimbatore. Salem.
...	...	...	...	80	80	80	80	...	...	
3'3	...	...	...	100	120	100	120	100	140	Central— Bellary. Cuddapah. Karnul.
...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	East Coast, central— Nellore.
...	...	...	...	55	55	55	55	...	...	East Coast, south— Madras. Tanjore. Trichinopoly.
...	...	...	...	80	...	80	...	...	...	
...	...	...	...	...	...	...	...	40	40	Southern— Madura.
3'45	2'96	...	...	100	100	...	...	70	70	Mysore— Mysore.
...	...	...	...	160	160	...	...	130	120	Bangalore.

(a) Per 100 pullies weighing on an average 748 lbs.

J. A. ROBERTSON,  
Offg. Director-General of Statistics.

H. H. RISLEY,  
Offg. Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT.  
March 9, 1899.



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE 2nd HALF OF JANUARY 1899. (*The figures represent*

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetia spicata).	
					Best sort.		Common.					
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	...	...	11 8	12 —	12 14	12 14	...	...	...	...
Tavoy . . . . .	...	...	...	...	13 7	13 7	15 13	15 13	...	...	...	...
Moulmein and Amherst . . . . .	7 —	7 —	...	...	10 3	10 3	12 3	12 3	...	...	...	...
<i>Pegu (deltaic)—</i>												
Pegu . . . . .	...	...	...	...	10 2	10 2	14 3	14 3	...	...	...	...
Rangoon . . . . .	10 4	10 4	...	...	11 —	11 —	14 —	14 —	...	...	...	...
Thongwa . . . . .	...	...	...	...	11 5	11 5	11 15	11 15	...	...	...	...
Bassein . . . . .	...	...	...	...	12 7	12 7	12 15	12 15	...	...	...	...
<i>Pegu (inland)—</i>												
Tharawadi . . . . .	...	...	...	...	11 11	11 11	14 —	14 —	...	...	...	...
Henzada . . . . .	...	...	...	...	10 11	12 7	14 15	14 6	...	...	...	...
Prome . . . . .	...	...	...	...	10 12	10 12	13 4	13 5	...	...	...	...
Toungoo . . . . .	...	...	...	...	11 3	11 3	12 6	12 6	...	...	...	...
Thayetnyo . . . . .	13 6	13 6	...	...	11 10	11 10	15 5	15 5	37 9	39 3	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	13 14	13 14	...	...	10 15	11 6	11 6	11 —	...	...	...	...
Bamo . . . . .	...	...	...	...	11 2	11 2	13 6	13 6	...	...	...	...
Pakokku . . . . .	...	...	...	...	10 10	10 10	12 5	12 5	27 —	27 —	...	...
Meiktila . . . . .	...	...	...	...	13 2	13 2	17 8	17 8	...	22 15	...	...
<i>Arakan—</i>												
Sandoway . . . . .	...	...	...	...	19 1	19 1	23 5	24 11	...	...	...	...
Kyaukpyu . . . . .	...	...	...	...	13 8	12 —	14 13	13 —	...	...	...	...
Akyab . . . . .	...	...	...	...	14 —	14 —	15 —	15 —	...	...	...	...
<b>Assam—</b>												
<i>Surma—</i>												
Sylhet . . . . .	...	...	...	...	14 8	13 5	16 —	16 7	...	...	...	...
Cachar . . . . .	8 —	8 —	...	...	8 —	7 12	15 31	13 148	...	...	...	...
<i>Hill tracts—</i>												
Khasi and Jaintia Hills . . . . .	5 6	5 —	...	...	5 4	5 —	7 4	7 —	...	...	...	...
Garo Hills . . . . .	...	...	...	...	5 —	5 —	21 —	20 —	...	...	...	...
Manipur . . . . .	...	...	...	...	30 —	30 —	35 —	35 —	...	...	...	...
<i>Brahmaputra—</i>												
Goalpara . . . . .	20 —	20 —	...	...	6 —	6 —	16 —	17 —	...	...	...	...
Kamrup . . . . .	10 —	9 —	...	...	10 —	10 —	10 —	16 —	...	...	...	...
Darrang . . . . .	8 —	8 —	...	...	11 8	11 —	14 8	14 —	...	...	...	...
Nowgong . . . . .	...	...	...	...	5 —	5 —	13 —	13 —	...	...	...	...
Sibsagar . . . . .	...	...	...	...	6 —	6 —	13 8	13 —	...	...	...	...
Lakhimpur . . . . .	8 —	8 —	...	...	6 —	6 —	13 —	13 —	...	...	...	...
<b>Bengal—</b>												
<i>Eastern hill tracts—</i>												
Naga Hills . . . . .	...	...	...	...	5 —	5 —	13 —	13 —	...	...	...	...
<i>Eastern—</i>												
Backerganj . . . . .	...	...	...	...	12 —	12 4	13 —	13 4	...	...	...	...
Noakhali . . . . .	...	...	...	...	14 —	14 8	14 4	15 8	...	...	...	...
Chittagong . . . . .	...	...	...	...	10 10	10 10	15 12	15 12	...	...	...	...
Tippera . . . . .	...	...	...	...	12 —	12 —	14 —	14 —	...	...	...	...
Dacca . . . . .	11 10	13 —	26 —	26 —	12 8	10 —	18 4	10 14	...	...	...	...
Maimensingh . . . . .	13 8	13 8	10 —	10 —	10 10	10 10	16 —	16 —	...	...	...	...
<i>Deltaic—</i>												
Khulna . . . . .	...	...	...	...	14 4	13 —	17 4	16 —	...	...	...	...
24-Parganas . . . . .	...	...	...	...	10 —	10 8	14 8	15 —	...	...	...	...
Midnapur . . . . .	11 4 to 12 8	12 8 to 16 —	...	...	10 8 and 14 —	10 8	16 4	17 8	...	...	...	...
Howrah . . . . .	...	...	...	...	9 14 and 10 8	9 14 and 10 8	13 — and 14 12	13 5 and 15 —	...	...	...	...
Calcutta . . . . .	13 —	13 —	17 12	17 12	8 —	8 —	12 4	12 4	17 12	17 12	16 —	16 —
Hooghly . . . . .	14 —	14 —	...	...	8 —	8 —	14 —	14 —	...	...	...	...
Nadia (Krishnagarh) . . . . .	14 8	14 8	22 13	22 13	6 10	6 10	14 11	15 9	...	...	...	...
Jessore . . . . .	10 —	10 —	12 —	12 —	10 10	11 —	16 —	16 —	...	...	...	...
Faridpur . . . . .	17 —	17 —	20 —	19 —	7 —	7 —	19 —	19 —	...	...	...	...

*the number of sers (of 80 tolas) and chittacks sold for one rupee.)*

MARUA OR FAGI ( <i>Elen-sine corocana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ABHAR, OR THUR, CADJAN PRA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
...	...	...	...	...	...	...	...	...	...	15 —	15 —	Burma—
...	...	...	...	6 9	6 9	...	...	...	...	14 3	14 10	Tenasserim—
...	...	...	...	9 5	9 5	...	...	7 —	7 —	14 —	14 —	Mergui.
...	...	...	...	...	...	...	...	...	...	...	...	Tavoy.
...	...	...	...	...	...	...	...	...	...	...	...	Moulmein and Amherst.
...	...	...	...	11 2	11 2	20 8	20 8	9 —	9 —	14 3	14 3	Pegu (deltaic)—
...	...	...	...	13 8	13 8	...	...	9 8	9 4	12 8	12 —	Pegu.
...	...	...	...	...	...	...	...	...	...	16 1	15 1	Rangoon.
...	...	...	...	9 13	9 13	...	...	...	...	15 15	15 15	Thongwa.
...	...	...	...	...	...	...	...	...	...	...	...	Bassein.
...	...	...	...	8 8	8 8	...	...	...	...	14 4	14 4	Pegu (inland)—
...	...	...	...	...	...	...	...	5 11	5 11	10 —	14 4	Tharawadi.
...	...	...	...	9 14	9 14	...	...	9 6	9 6	14 3	14 3	Henzada.
...	...	...	...	9 12	9 12	...	...	...	...	11 6	11 6	Prome.
...	...	...	...	14 3	14 3	37 9	41 —	9 3	10 10	14 8	14 8	Toungoo.
...	...	...	...	...	...	...	...	...	...	...	...	Thayetmyo.
...	...	...	...	17 8	16 —	44 —	44 —	10 10	10 9	16 13	16 —	Upper Burma—
...	...	...	...	9 4	9 4	...	...	5 12	5 12	9 9	9 9	Mandalay.
...	...	...	...	16 5	16 5	...	...	6 —	6 —	14 3	14 3	Bamo.
...	...	...	...	17 8	17 8	56 14	56 14	5 —	...	14 4	14 4	Pakokku.
...	...	...	...	...	...	...	...	...	...	...	...	Meiktila.
...	...	...	...	...	...	...	...	...	...	7 7	12 —	Arakan—
...	...	...	...	...	...	...	...	...	...	21 14	24 —	Sandoway.
...	...	...	...	10 —	9 —	...	...	7 —	6 —	10 —	10 —	Kyaukpau.
...	...	...	...	...	...	...	...	...	...	...	...	Akyab.
...	...	...	...	13 5	13 5	...	...	11 4	...	10 5	10 5	Assam—
...	...	...	...	10 10	10 10	...	...	8 —	8 —	8 —	8 —	Surma—
...	...	...	...	...	...	...	...	...	...	...	...	Sylhet.
...	...	...	...	...	...	...	...	...	...	...	...	Cachar.
...	...	...	...	6 —	6 —	11 6	11 —	6 4	6 —	6 —	6 —	Hill tracts—
...	...	...	...	8 —	8 —	...	...	6 8	6 —	6 8	6 8	Khasi and Jaintia Hills.
...	...	...	...	...	...	...	...	3 —	3 —	4 —	4 —	Garo Hills.
...	...	...	...	...	...	...	...	...	...	...	...	Manipur.
...	...	...	...	13 8	13 8	...	...	10 —	9 —	10 —	10 —	Brahmaputra—
...	...	...	...	14 —	13 —	...	...	11 —	10 —	10 —	10 —	Goalpara.
...	...	...	...	11 —	11 —	...	...	9 —	10 —	10 —	10 —	Kamrup.
...	...	...	...	9 —	9 —	...	...	6 8	6 8	9 —	9 —	Darrang.
...	...	...	...	10 —	10 —	...	...	9 —	10 —	8 12	8 8	Nowgong.
...	...	...	...	12 —	10 8	...	...	8 —	8 —	8 —	8 —	Sibsagar.
...	...	...	...	...	...	...	...	...	...	...	...	Lakhimpur.
...	...	...	...	4 8	4 —	...	...	4 —	4 —	4 8	4 8	Bengal—
...	...	...	...	...	...	...	...	...	...	...	...	Eastern hill tracts—
...	...	...	...	...	...	...	...	...	...	...	...	Naga Hills.
...	...	...	...	13 —	13 —	...	...	...	...	10 —	10 —	Eastern—
...	...	...	...	12 8	12 8	...	...	...	...	9 —	9 —	Backerganj.
...	...	...	...	12 8	12 8	...	...	...	...	10 8	10 8	Noakhali.
...	...	...	...	15 —	15 —	...	...	14 —	14 —	10 —	10 —	Chittagong.
...	...	...	...	8 —	8 —	...	...	10 —	10 —	9 8	9 8	Tippera.
...	...	...	...	...	...	...	...	...	...	...	...	Dacca.
...	...	...	...	13 —	13 —	...	...	9 —	11 —	10 —	10 —	Maimensingh.
...	...	...	...	18 —	18 8	...	...	14 —	14 —	10 11	10 10	Deltaic—
...	...	...	...	16 —	17 8	...	...	12 12	16 —	10 8	10 8	Khulna.
...	...	...	...	16 —	16 —	...	...	13 —	12 8	10 9	10 9	24-Parganas.
...	...	...	...	16 —	16 —	26 —	25 —	11 6	12 4	10 —	10 —	Midnapur.
...	...	...	...	24 9	24 9	...	...	22 13	24 9	11 7	11 7	Howrah.
...	...	...	...	10 —	10 —	...	...	13 —	18 —	9 2	9 2	Calcutta.
...	...	...	...	20 —	20 —	...	...	...	...	10 —	10 —	Hooghly.
...	...	...	...	...	...	...	...	...	...	...	...	Nadia (Krishnagarh).
...	...	...	...	...	...	...	...	...	...	...	...	Jessore.
...	...	...	...	...	...	...	...	...	...	...	...	Faridpur.

\* Not procurable.



## RETAIL PRICES FOR THE 2nd HALF OF JANUARY 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLAM (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetia spicata).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.		Common.		Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
					Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.				
Bengal—continued.												
Central—												
Bankura . . . . .	13 12	13 12	...	...	13 2	13 12	18 12	20 —	...	...	...	...
Bardwan . . . . .	14 8	14 8	...	...	13 —	13 —	16 —	16 —	...	...	...	...
Birbhum . . . . .	13 8	15 —	...	...	12 —	12 —	18 —	18 12	...	...	...	...
Murshidabad . . . . .	17 —	18 —	28 8	27 —	14 —	15 —	17 8	17 —	...	...	...	...
Santhal Parganas . . . . .	12 8	12 8	30 —	25 —	14 —	13 4	20 —	19 —	...	...	...	...
Pabna . . . . .	16 8	16 8	22 8	22 8	7 —	7 —	18 12	18 —	...	...	...	...
Bogra . . . . .	18 12	15 12	...	...	15 —	15 —	22 8	22 8	...	...	...	...
Rajshahi . . . . .	16 8	18 —	24 —	24 —	12 —	12 —	17 4	17 4	...	...	...	...
Malda . . . . .	18 —	18 —	...	...	11 —	10 —	18 —	17 —	...	...	...	...
Northern—												
Rangpur . . . . .	12 —	12 —	...	...	10 —	8 4	15 12	15 8	...	...	...	...
Dinajpur . . . . .	16 —	17 4	16 —	16 —	13 —	13 —	20 —	21 10	...	...	...	...
Jalpaiguri . . . . .	13 —	12 —	...	...	5 —	5 —	16 —	15 —	...	...	...	...
Hills—												
Darjeeling . . . . .	9 —	9 —	10 —	10 —	5 8	5 8	14 —	15 —	...	...	...	...
Orissa—												
Puri . . . . .	10 8	10 8	...	...	8 —	7 14	18 4	16 4	...	...	...	...
Cuttack . . . . .	11 13	11 13	...	...	10 8	10 8	15 1	13 1	...	...	...	...
Balasore . . . . .	13 —	13 —	10 —	10 8	13 —	13 —	16 —	16 —	...	...	...	...
Chota-Nagpur—												
Singbhum . . . . .	8 —	8 —	...	...	16 —	16 —	20 —	20 —	...	...	...	...
Manbhum . . . . .	14 —	14 —	16 —	20 —	14 —	15 —	20 —	21 8	22 —	26 —	...	...
Lohardaga . . . . .	9 —	9 —	18 —	18 —	8 —	8 —	20 —	19 8	...	...	...	...
Palamau . . . . .	14 —	14 —	33 12	34 12	13 —	13 —	21 6	20 13	...	...	...	...
Hazaribagh . . . . .	10 14	18 —	34 12	20 4	19 2	21 6	20 13	...	...	...	...	...
Bihar, south—	13 —	13 10	22 —	24 —	7 —	10 —	17 12	17 8	...	...	...	...
Monghyr . . . . .	15 —	16 —	...	...	11 —	12 —	16 —	16 —	...	...	...	...
Gaya . . . . .	18 —	17 —	30 —	32 8	10 —	12 —	18 8	18 —	22 —	23 —	...	...
Patna . . . . .	20 —	20 —	36 —	35 —	16 —	16 —	20 —	21 8	23 —	24 —	...	...
Shahabad . . . . .	17 —	17 —	27 —	...	10 —	9 —	15 —	14 —	...	...	...	...
Bihar, north—	18 —	18 —	...	...	10 —	10 —	18 —	17 —	...	...	...	...
Furness . . . . .	16 —	18 —	...	...	15 —	15 8	18 —	18 —	...	...	...	...
Bhagalpur . . . . .	17 12	17 10	30 4	30 8	12 10	11 4	17 12	17 10	...	...	...	...
Darbhanga . . . . .	15 —	16 —	25 —	25 —	8 8	8 8	15 —	15 —	...	...	...	...
Muzaffarpur . . . . .	16 —	16 —	35 —	35 —	8 —	8 —	15 —	15 —	...	...	...	...
Saran . . . . .	18 —	17 12	30 —	30 —	11 —	10 12	17 —	17 8	29 —	31 —	...	...
Champaran . . . . .	16 —	16 —	21 8	21 8	7 —	6 8	15 8	16 —	...	...	...	...
N.-W. Provinces—												
Eastern—												
Mirzapur . . . . .	15 8	15 8	22 —	21 —	10 —	10 —	15 —	15 —	44 —	21 —	21 —	21 —
Benares . . . . .	15 7	16 3	24 15	25 —	8 7	8 11	15 2	14 12	24 1	23 14	21 12	21 12
Ghazipur . . . . .	15 12	16 6	22 12	22 12	7 —	7 —	12 12	14 8	22 8	22 8	21 6	20 4
Jaunpur . . . . .	16 8	18 8	26 8	26 8	6 4	6 4	16 —	16 —	26 8	26 8	...	21 —
Allahabad . . . . .	15 —	15 —	23 8	23 —	9 —	10 —	13 —	14 —	24 —	23 8	22 —	21 —
Central—												
Banda . . . . .	14 —	15 8	22 —	25 —	5 8	5 8	14 8	15 —	22 —	28 —	22 8	25 —
Fatehpur . . . . .	13 —	16 4	22 —	24 8	8 —	9 —	10 —	10 —	22 8	28 4	22 —	20 8
Hamirpur . . . . .	14 —	15 —	21 8	22 —	7 —	7 —	12 —	12 —	23 —	29 —	22 —	25 —
Jaunpur . . . . .	13 —	15 4	24 —	28 —	8 —	8 —	13 —	13 —	24 —	30 —	24 —	20 —
Cawnpore . . . . .	13 4	16 12	24 —	27 —	...	7 —	13 —	13 12	22 8	27 12	23 8	23 8
Aligarh . . . . .	14 8	15 12	27 4	28 —	7 12	7 12	12 4	12 4	26 4	30 —	26 —	28 8
Etawah . . . . .	10 2	10 —	22 4	26 8	5 —	5 —	13 —	13 —	24 12	27 8	24 4	26 4
Farukhabad . . . . .	18 1	19 1	37 4	32 11	4 12	4 12	12 4	12 4	24 8	27 4	25 14	27 4
Mainpuri . . . . .	18 2	19 4	27 8	29 8	...	...	11 —	11 —	24 8	27 8	27 8	29 —
Etah . . . . .	19 —	19 11	35 8	34 13	4 8	...	15 6	15 —	31 8	31 12	28 4	27 12
Western—												
Meerut . . . . .	17 8	17 —	24 —	25 —	5 —	4 —	12 —	12 —	24 —	24 —	21 —	21 —
Agra . . . . .	17 —	17 —	27 —	29 —	8 —	8 —	12 —	11 —	27 —	28 —	23 —	23 8
Muttra . . . . .	17 4	18 8	29 —	30 12	6 4	6 8	11 12	11 12	26 4	29 8	24 2	24 14
Aligarh . . . . .	16 —	18 —	31 —	32 —	5 —	5 8	...	11 —	26 —	28 —	25 4	25 —
Bulandshahr . . . . .	18 12	19 4	31 8	31 —	5 —	5 —	12 —	12 —	29 12	30 8	25 12	25 —
Submontane, east—												
Ballia . . . . .	16 8	16 8	25 —	25 —	6 8	6 8	15 —	13 —	25 —	26 —	20 —	21 —
Azamgarh . . . . .	16 8	15 8	24 —	23 15	4 7	4 7	16 10	16 10	25 1	...	...	...
Gorakhpur . . . . .	19 13	19 13	28 13	29 9	14 6	14 6	16 10	16 10	26 4	26 1	23 6	25 3
Basti . . . . .	20 8	19 12	25 —	24 —	15 —	16 12	15 8	17 12	...	...	...	...

represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MARWA OR RAGI (Eleusine coracana).		KANGNI OR KAKH, ITALIAN MILLET (Setaria italica).		URAM, CHENNA, CHOLA, KADALAY OR SUNAGA (Cicer ariselinum).		MAIZE (Zea Mays).		ARHAR, OR THUR, CADIAN PEA (Cajanus indicus).		SALT.		DISTRICTS.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
...	...	...	...	15 —	14 —	...	...	12 —	12 —	10 —	10 —	Bengal—continued.
...	...	...	...	20 —	20 —	...	...	14 4	14 4	12 —	12 —	Central—
...	...	...	...	18 —	18 —	...	...	13 8	20 —	10 8	10 8	Bankura.
...	...	...	...	26 8	26 8	...	...	...	27 —	11 9	11 —	Bardwan.
...	...	...	...	18 —	19 —	36 —	36 —	24 —	24 —	10 —	10 —	Birbhum.
...	...	...	...	16 8	16 8	...	...	12 8	22 —	9 12	9 12	Marshidabad.
...	...	...	...	15 12	18 12	...	...	...	...	9 12	9 12	Santhal Parganas.
...	...	...	...	24 —	24 —	...	...	24 — and 32 —	24 —	9 12	9 12	Pabna.
...	...	...	...	22 —	22 —	...	...	15 —	...	10 —	9 8 and 10 —	Bogra.
...	...	...	...	16 —	16 —	24 —	24 —	9 —	9 —	9 —	9 —	Rajshahi.
...	...	...	...	19 —	19 —	...	...	...	...	10 10	10 10	Malda.
...	...	...	...	17 —	10 —	...	...	12 —	12 —	10 —	10 —	Northern—
17 —	14 —	...	...	10 —	11 —	22 —	24 —	8 —	8 —	8 —	8 8	Rangpur.
...	...	...	...	15 —	14 7	...	...	17 2	17 1	13 2	13 2	Dinajpur.
...	...	...	...	17 11*	17 11	...	...	19 11	19 11	10 12	10 12	Jalpaiguri.
...	...	...	...	13 —	14 —	...	...	10 8	10 8	11 8	11 8	Hills—
...	...	...	...	9 —	9 —	...	...	10 —	16 —	7 —	7 —	Darjeeling.
...	...	17 —	...	17 —	17 —	...	26 —	22 —	21 —	10 —	10 —	Orissa—
32 —	32 —	...	...	20 —	19 —	27 —	25 —	12 —	17 —	9 —	9 —	Puri.
38 2	38 2	...	...	22 —	20 —	38 2	38 2	23 10	23 10	9 8	9 4	Cuttack.
26 8	24 —	...	...	24 12	25 5	...	...	...	...	...	...	Balasore.
...	...	...	...	21 —	22 —	23 —	24 —	20 —	17 —	9 —	9 —	Chota-Nagpur—
...	...	...	...	20 —	20 —	31 —	30 —	19 —	20 —	10 —	10 —	Singbhum.
...	...	...	...	27 —	27 —	30 —	35 —	16 —	21 —	10 —	10 —	Mandbhum.
...	...	15 —	16 —	26 —	26 —	34 —	35 —	18 —	26 —	11 —	11 —	Lohardaga.
...	...	20 —	25 —	24 — and 25 —	25 —	28 —	30 —	...	22 —	10 12	10 8	Palamau.
...	...	...	...	16 —	16 —	...	...	10 —	17 —	10 8	10 8	Hazaribagh.
...	...	...	...	21 8	22 10	30 4	35 8	12 8	20 4	10 —	10 —	Bihar, south—
25 —	25 —	...	...	20 —	20 —	26 8	25 —	16 —	22 —	10 8	10 8	Monghyr.
27 8	27 8	...	...	25 —	25 —	27 8	30 —	25 —	24 —	11 8	11 —	Gaya.
28 —	30 —	14 —	16 —	24 —	24 —	26 —	27 8	18 —	24 8	10 12	10 12	Patna.
...	...	...	...	21 —	21 —	26 8	25 8	21 8	22 8	10 8	10 8	Shahabad.
...	...	...	...	...	...	...	...	...	...	...	...	Bihar, north—
...	...	...	...	...	...	...	...	...	...	...	...	Purnea.
...	...	...	...	...	...	...	...	...	...	...	...	Bhagalpur.
...	...	...	...	...	...	...	...	...	...	...	...	Darbhanga.
...	...	...	...	...	...	...	...	...	...	...	...	Muzaffarpur.
...	...	...	...	...	...	...	...	...	...	...	...	Saran.
...	...	...	...	...	...	...	...	...	...	...	...	Champaran.
...	...	...	...	...	...	...	...	...	...	...	...	N.-W. Provinces—
...	...	...	...	...	...	...	...	...	...	...	...	Eastern—
...	...	17 —	12 —	20 —	20 —	26 —	26 —	16 —	16 —	10 —	10 —	Mirzapur.
...	...	10 9	16 5	24 3	22 14*	27 2	27 2	16 —	15 8	10 11	10 11	Benares.
...	...	15 12	15 12	22 8	22 —	29 4	28 8	14 8	14 8	9 4	9 4	Ghazipur.
...	...	...	...	21 —	21 —	26 0	26 8	20 —	19 8	11 4	11 4	Jaunpur.
...	...	21 —	22 —	22 —	21 12	30 —	30 —	16 —	15 8	10 8	10 8	Allahabad.
...	...	...	...	...	...	...	...	...	...	...	...	Central—
...	...	20 —	20 —	22 —	25 —	...	...	16 8	16 —	11 —	11 —	Banda.
...	...	...	...	21 —	22 8	...	...	10 —	17 —	10 12	10 12	Fatehpur.
...	...	...	...	23 —	25 —	26 —	29 —	10 —	10 —	10 —	10 4	Hamirpur.
...	...	...	...	24 —	25 —	...	...	16 —	16 —	10 12	10 12	Jalaun.
...	...	...	...	22 —	23 8	26 —	32 —	17 —	27 —	11 8	11 12	Cawnpore.
...	...	23 —	24 —	24 12	25 12	33 —	34 —	17 4	17 4	11 —	11 —	Jhansi.
...	...	...	...	22 4	24 8	25 8	29 8	18 8	20 —	11 8	11 —	Etawan.
24 —	24 —	15 —	16 —	21 12	25 3	30 —	32 11	17 11	19 1	11 9	11 9	Farukhabad.
...	...	...	...	22 8	22 8	30 8	32 8	18 8	18 8	11 —	11 —	Mainpuri.
...	...	...	...	23 —	23 —	40 —	40 —	19 4	16 8	11 8	11 8	Etah.
...	...	...	...	...	...	...	...	...	...	...	...	Western—
...	...	...	...	21 —	21 —	27 —	26 —	16 8	15 8	11 8	11 8	Meerut.
...	...	24 —	28 —	24 —	24 —	30 —	30 —	15 8	15 —	12 —	12 —	Agra.
...	...	22 —	19 —	22 14	24 4	...	...	17 8	17 8	12 —	12 —	Muttra.
...	...	15 —	15 —	23 —	23 —	34 —	34 —	18 —	17 8	11 8	11 —	Aligarh.
...	...	25 —	24 —	21 8	22 —	32 4	32 —	10 —	18 —	11 6	11 8	Bulandshahr.
...	...	...	...	...	...	...	...	...	...	...	...	Submontane, east—
20 —	20 —	16 —	20 —	25 —	25 —	26 —	26 —	15 —	15 —	10 —	10 —	Ballia.
...	...	...	...	20 15	19 15	24 11	23 8	16 15	16 15	10 —	10 —	Azamgarh.
28 13	28 13	19 13	19 13	19 13	19 13	23 3	27 —	20 —	19 3	10 14	10 14	Gorakhpur.
...	...	...	...	19 —	19 8	26 —	26 —	18 12	18 12	10 8	10 8	Dasti.



## RETAIL PRICES FOR THE 2nd HALF OF JANUARY 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR GUMBU (Pennisetia spicata).	
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Best sort.		Common.		Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
					Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.				
N.-W. Provinces—contd.												
Submontane, west—												
Shahjahanpur . . . . .	18 —	19 4	29 —	33 —	...	5 4	15 —	16 —	...	...	25 —	28 4
Budaun . . . . .	18 8	18 8	31 —	32 —	8 —	8 —	15 —	15 —	26 —	28 —	23 8	24 8
Pilibit . . . . .	18 8	18 8	33 8	35 —	5 4	5 4	10 6	10 8	26 —	26 —	23 —	23 —
Bareilly . . . . .	16 14	17 8	26 4	25 —	5 —	5 —	12 8	12 8	26 4	26 4	23 2	25 —
Moradabad . . . . .	15 8	19 —	28 8	28 8	5 4	5 4	13 12	13 12	27 8	31 4	24 —	23 12
Bijnor . . . . .	17 2	18 —	28 2	29 —	4 8	4 8	15 8	15 8	...	...	21 10	22 8
Muzaffarnagar . . . . .	18 9	19 6	26 6	26 6	...	...	12 1	12 1	25 5	26 6	22 —	22 —
Saharanpur . . . . .	19 2	19 13	28 3	29 9	4 11	4 13	11 13	11 13	23 10	23 10	24 11	24 11
Dehra-Dun . . . . .	18 6	18 —	30 8	30 8	7 —	7 4	12 8	12 8	23 —	23 —	23 —	23 —
Hills—												
Naini Tal . . . . .	13 —	13 —	21 —	21 —	4 —	4 —	10 —	10 —	...	...	...	...
Almora . . . . .	12 8	12 8	18 —	18 —	5 —	5 —	11 —	11 —	...	...	...	...
Garhwal . . . . .	10 —	10 —	12 —	12 —	6 —	6 —	10 —	10 —	...	...	...	...
Oudh—												
Southern—												
Partabgarh . . . . .	18 —	18 —	29 —	30 —	...	...	16 —	16 —	26 —	26 —	25 —	24 —
Sultanpur . . . . .	20 —	20 —	27 —	28 8	10 —	10 —	18 —	19 —	26 —	26 —	20 —	21 —
Rae-Bareilly . . . . .	19 —	19 8	26 —	26 —	5 —	5 —	17 —	17 —	23 —	26 —	22 —	26 —
Unao . . . . .	15 —	17 —	23 —	26 —	8 —	8 —	16 —	16 —	21 —	25 8	22 —	25 8
Lucknow . . . . .	16 —	17 8	25 8	30 —	5 4	5 4	13 8	15 —	24 8	27 —	22 8	26 8
Hardoi . . . . .	16 —	18 8	28 —	33 —	...	...	16 —	20 —	27 —	30 —	28 —	30 —
Northern—												
Fyzabad . . . . .	17 —	18 —	26 —	29 —	12 —	12 —	16 —	16 —	28 —	26 —	24 —	24 —
Barabanki . . . . .	15 8	18 —	23 —	24 —	...	...	13 9	15 —	22 —	24 —	22 —	24 —
Conda . . . . .	18 12	19 4	32 —	34 —	...	...	16 12	18 4	32 8	32 8	26 —	26 —
Bahraich . . . . .	19 —	20 —	35 —	39 —	7 —	7 —	16 —	17 —	34 —	37 —	28 —	28 —
Sitapur . . . . .	17 4	19 8	30 —	32 —	5 —	5 —	14 —	16 —	26 —	34 —	26 —	29 —
Kheri . . . . .	17 —	20 —	38 —	40 —	5 —	5 —	16 —	16 —	35 —	40 —	30 —	32 —
Rajputana—												
Eastern—												
Partabgarh . . . . .	18 12	19 8	...	31 4	7 —	6 4	12 8	11 7	...	37 8	18 12	18 12
Banswara . . . . .	13 12	13 12	15 —	15 —	6 4	6 4	12 8	12 13	...	...	...	...
Meywar (Udaipur) . . . . .	15 10	15 3	23 —	21 10	8 9	8 9	8 15	8 15	28 2	11 5	15 10	14 1
Hilly Tracts of Meywar (Dungarpur) . . . . .	16 4	16 —	23 —	23 —	7 —	7 —	10 —	10 —	...	...	...	...
Sirohi . . . . .	13 —	12 8	20 —	20 —	5 4	5 4	6 —	6 —	13 —	13 —	15 —	13 —
Erinpora . . . . .	14 9	13 12	21 9	20 2	6 10	6 14	9 10	8 8	29 8	19 13	16 15	17 9
Ajmere . . . . .	14 2	14 5	20 2	20 5	6 5	6 5	9 2	9 2	20 8	20 8	18 —	18 —
Abu . . . . .	13 10	12 6	19 9	18 14	6 —	5 12	7 8	7 9	16 —	16 —	14 13	15 4
Kishengarh . . . . .	14 8	14 8	20 4	20 —	6 —	6 —	7 —	7 8	21 12	21 12	...	17 8
Bundi . . . . .	18 10	19 —	32 12	32 8	6 8	6 8	8 8	8 —	31 12	37 —	21 —	21 8
Kotah . . . . .	20 4	20 —	30 8	32 —	6 4	6 4	6 12	6 12	36 —	40 8	20 —	19 12
Jhalawar . . . . .	15 13	17 12	37 7	38 2	7 12	7 13	12 5	12 6	34 2	36 1	20 11	21 10
Tonk . . . . .	14 —	14 —	22 4	22 4	4 —	4 —	7 —	7 —	23 8	23 12	20 —	20 8
Jaipur . . . . .	12 8	13 4	19 —	20 12	4 4	4 4	6 8	6 8	22 —	22 —	18 12	18 12
Kerauli . . . . .	16 4	15 15	28 12	30 10	10 5	10 5	11 9	11 9	28 12	29 6	23 12	24 11
Dholpur . . . . .	16 7	16 7	27 6	28 2	9 —	9 —	10 2	10 2	28 4	30 11	20 14	27 9
Bharatpur . . . . .	16 4	16 11	30 4	30 1	5 —	5 —	8 —	8 —	32 8	31 7	27 3	26 2
Alwar . . . . .	16 —	16 —	23 5	23 10	5 12	5 12	9 4	9 2	25 4	25 5	21 10	21 4
Deoli Cantonment . . . . .	16 —	16 2	22 8	22 8	4 —	4 —	6 —	6 —	24 13	24 5	23 —	23 —
Nasirabad Cantonment . . . . .	15 —	14 12	...	...	7 —	7 —	10 8	10 —	22 8	21 —	18 8	18 —
Balmer . . . . .	12 2	12 10	...	...	5 8	5 9	7 8	7 8	...	...	14 10	14 10
Anadra . . . . .	12 14	12 12	...	...	6 2	6 —	6 8	7 —	...	...	...	...
Shahpura . . . . .	14 6	14 8	...	...	...	...	...	...	...	...	...	...
Western—												
Jodhpur . . . . .	12 10	13 —	18 2	18 10	6 14	6 10	8 3	8 —	18 8	18 10	16 14	16 14
Jaisalmer . . . . .	13 3	13 10	...	...	6 —	6 —	10 —	10 —	16 —	14 6	17 4	17 4
Bikaner . . . . .	10 6	10 13	...	...	6 —	6 —	10 —	10 —	16 —	14 6	13 6	13 9
Central India—												
Indore . . . . .	12 —	12 8	21 —	21 —	8 4	8 4	9 4	9 4	27 —	27 —	20 —	20 —
Nimach Cantonment . . . . .	15 8	15 8	...	...	7 —	7 —	8 —	8 —	20 —	27 —	21 —	21 —
Gwalior . . . . .	11 —	11 11	24 7	24 7	6 6	6 6	7 7	7 7	22 9	23 6	20 3	21 4
Panjab—												
Southern—												
Hissar . . . . .	19 —	19 —	28 —	27 —	...	...	19 —	19 —	23 —	24 —	20 —	20 —
Ferozpur . . . . .	19 —	19 —	32 —	32 —	...	...	19 —	19 —	25 —	25 —	20 —	20 —
Central—												
Lahore . . . . .	17 —	18 —	34 —	33 —	...	...	12 —	12 —	25 —	25 —	23 —	23 —
Gujranwala . . . . .	19 —	19 —	35 —	35 —	...	...	13 —	13 —	26 —	26 —	28 —	28 —
Gujrat . . . . .	18 —	18 —	28 —	30 —	...	...	11 —	11 —	25 —	25 —	23 —	23 —
Jhelam . . . . .	17 —	18 —	33 —	33 —	...	...	12 —	12 —	25 —	22 —	21 —	22 —

\* Not sold.

represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MARUA OR RAGI ( <i>Echinochloa</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHHUNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer ariselinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADIAN PRA ( <i>Cajanus indicus</i> ).		SAUT.		DISTRICTS.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
...	...	...	...	23 —	25 —	...	...	19 —	18 4	11 —	...	N.-W. Provinces—contd.
...	...	...	...	...	...	...	...	...	...	...	...	Submontane, west—
...	...	18 —	20 —	24 —	24 —	36 —	36 —	18 —	18 —	10 12	10 12	Shahjahanpur.
...	...	...	...	23 8	23 8	32 —	32 —	17 —	17 —	11 —	11 —	Budaun.
...	...	18 12	22 8	18 12	19 6	31 4	33 12	15 —	15 —	10 10	10 10	Pilibit.
...	...	18 8	18 12	19 —	19 —	31 12	32 8	15 —	15 —	11 —	11 —	Bareilly.
...	...	...	...	20 4	20 4	27 9	28 2	15 12	15 12	11 2	11 —	Moradabad.
...	...	...	...	...	...	...	...	...	...	...	...	Bijnor.
...	...	...	...	19 13	20 5	26 10	27 8	14 13	14 5	11 4	11 4	Muzaffarnagar.
25 14	25 14	26 14	26 14	20 8	20 15	30 1	30 1	15 1	15 1	11 4	11 4	Saharanpur.
28 —	28 —	...	...	19 8	19 8	30 —	30 —	14 —	14 —	10 8	10 8	Dehra-Dun.
...	...	...	...	14 8	14 8	...	...	8 —	8 —	8 8	8 —	Hills—
18 —	15 —	...	...	13 —	13 8	...	...	10 8	10 —	8 8	8 4	Naini Tal.
...	...	...	...	8 —	8 —	...	...	6 —	6 —	6 —	6 —	Almora.
...	...	...	...	...	...	...	...	...	...	...	...	Garhwāl.
...	...	...	...	...	...	...	...	...	...	...	...	Oudh—
...	...	...	...	22 —	22 8	...	...	18 —	17 —	10 12	10 12	Southern—
...	...	...	...	24 —	24 8	26 —	26 —	20 —	20 —	10 8	10 8	Partabgarh.
28 —	28 —	25 —	25 —	18 —	18 —	25 —	26 —	16 —	16 —	11 —	11 —	Sultanpur.
...	...	24 —	24 —	21 —	21 8	27 —	32 8	18 —	18 —	11 —	11 —	Rae-Bareilly.
...	...	...	...	...	...	...	...	...	...	...	...	Unao.
...	...	25 —	26 8	19 —	20 —	26 —	30 —	17 8	18 —	11 —	11 —	Lucknow.
...	...	...	...	25 —	27 —	...	...	18 —	18 —	10 8	10 8	Hardoi.
...	...	22 —	22 —	21 —	22 —	28 —	29 —	18 —	18 —	11 —	11 —	Northern—
...	...	...	...	...	...	...	...	...	...	...	...	Fyzabad.
...	...	16 —	...	19 —	21 —	24 —	27 —	17 8	19 —	11 —	11 —	Barabanki.
...	...	12 —	12 —	24 8	24 8	29 8	32 8	18 8	18 8	10 8	10 8	Gonda.
45 —	48 —	19 —	19 —	20 —	20 —	31 —	35 —	20 —	20 —	10 —	10 —	Bahraich.
...	...	26 —	27 —	21 —	27 —	28 —	29 —	16 8	18 —	11 —	11 —	Sitapur.
...	...	...	...	21 —	25 8	30 —	38 —	16 —	16 —	11 —	11 —	Kheri.
...	...	...	...	20 5	23 7	39 1	39 1	15 10	15 10	19 2	23 —	Rajputana—
...	...	...	...	22 8	21 4	32 8	32 8	...	...	8 2	8 —	Eastern—
...	...	13 4	13 4	15 3	16 6	28 2	26 9	11 5	10 15	10 2	10 2	Partabgarh.
...	...	24 —	14 —	20 —	20 —	34 —	34 —	...	...	10 —	10 —	Banswara.
...	...	...	...	16 —	16 —	22 —	22 —	...	...	12 —	12 —	Meywar (Udaipur).
...	...	...	...	16 12	16 11	...	...	...	...	12 4	...	Hilly Tracts of Meywar (Dungarpur).
...	...	10 8	10 8	17 13	18 —	22 —	22 —	10 8 &	10 7 &	12 8	12 8	Sirohi.
...	...	...	...	16 10	16 7	20 9	20 3	11 —	10 14	11 —	11 —	Erinpura.
...	...	18 8	...	18 8	18 4	20 —	19 12	...	...	13 8	13 8	Ajmere.
...	...	...	...	21 —	21 8	34 —	35 —	...	...	10 8	10 12	Abu.
...	...	...	...	26 8	25 —	30 —	40 8	10 —	10 —	10 —	10 —	Kishangarh.
...	...	29 6	29 8	20 8	21 5	46 9	47 6	13 12	10 13	10 1	9 2	Bundi.
...	...	...	...	18 8	18 8	22 4	22 8	...	...	10 4	10 —	Kotah.
...	...	25 —	25 —	17 —	17 4	20 —	21 4	20 —	20 —	12 —	12 —	Jhalawar.
...	...	24 6	24 6	24 6	20 14	...	...	22 8	22 8	11 1	11 1	Tonk.
...	...	22 8	22 8	23 14	24 7	...	...	16 14	16 14	11 8	11 8	Jaipur.
...	...	26 13	26 13	23 8	23 7	32 —	25 —	13 11	12 13	11 12	11 12	Kerauli.
...	...	14 —	14 —	21 8	22 —	24 9	25 —	27 —	27 —	12 8	12 10	Dholpur.
...	...	...	...	20 —	20 —	...	...	...	...	11 8	11 8	Bhartpur.
...	...	...	...	18 8	18 8	...	...	13 8	13 —	13 —	13 —	Alwar.
...	...	...	...	9 —	9 —	...	...	...	...	13 8	13 8	Deoli Cantonment.
...	...	...	...	16 8	16 6	21 8	21 —	8 —	8 —	12 —	12 —	Nasirabad Cantonment.
...	...	...	...	16 —	16 —	22 8	22 8	...	...	11 6	11 4	Balmor.
...	...	...	...	15 14	14 10	19 8	20 5	10 15	10 10	13 11	13 5	Anadra.
...	...	...	...	12 —	12 —	...	...	...	...	21 —	21 —	Shahpura.
...	...	...	...	16 8	16 8	...	...	10 —	10 —	11 8	11 8	Western—
...	...	...	...	...	...	...	...	...	...	...	...	Jodhpur.
...	...	...	...	18 —	18 —	32 —	32 —	13 8	22 —	11 —	11 —	Jaisalmer.
...	...	...	...	18 —	17 12	...	...	11 4	11 8	12 —	12 —	Bikaner.
...	...	4 4	4 4	19 2	19 4	26 9	27 10	11 15	19 2	9 —	9 —	Central India—
...	...	...	...	...	...	...	...	...	...	...	...	Indore.
...	...	...	...	...	...	...	...	...	...	...	...	Nimach Cantonment.
...	...	...	...	...	...	...	...	...	...	...	...	Gwalior.
†	†	†	†	25 —	25 —	28 —	28 —	11 —	11 —	11 —	11 —	Panjab—
†	†	16 —	16 —	24 —	24 —	...	...	...	...	12 8	12 8	Southern—
...	...	22 —	23 —	22 —	23 —	29 —	30 —	12 —	12 —	12 14	12 12	Hissar.
...	...	22 —	22 —	22 —	22 —	25 —	24 —	...	...	13 8	13 8	Ferozpur.
...	...	8 —	8 —	21 —	21 —	25 —	25 —	†	†	13 —	13 —	Central—
...	...	...	...	21 —	21 —	24 —	24 —	10 —	9 —	14 4	14 4	Lahore.
...	...	...	...	...	...	...	...	...	...	...	...	Gujranwala.
...	...	...	...	...	...	...	...	...	...	...	...	Gujrat.
...	...	...	...	...	...	...	...	...	...	...	...	Jhelam.

\* Not sold.

† Not produced.

‡ Not procurable.

§ Unhusked.

|| Husked.



## RETAIL PRICES FOR THE 2nd HALF OF JANUARY 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR GHOLU ( <i>Sorghum vulgare</i> ).		BAJRA OR GUMBU ( <i>Pennisetia glauca</i> ).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.		Common.		Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
					Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.				
Panjab—continued.												
South-eastern—												
Gurgaon . . . . .	17 —	17 —	24 —	25 —	...	...	10 —	10 —	22 —	24 —	21 —	22 —
Delhi . . . . .	17 —	17 —	25 —	25 —	...	...	12 —	12 —	24 —	24 —	21 —	21 —
Rohtak . . . . .	17 —	18 —	25 —	25 —	...	...	13 —	13 —	23 —	23 —	20 —	21 —
Karnal . . . . .	18 —	19 —	25 —	28 —	...	...	10 —	10 —	20 —	20 —	21 —	21 —
Submontane—												
Ambala . . . . .	20 —	20 —	25 —	25 —	...	...	12 —	12 —	33 —	33 —	24 —	23 —
Ludhiana . . . . .	19 —	21 —	32 —	34 —	...	...	11 —	11 —	26 —	29 —	21 —	23 —
Jalandhar . . . . .	21 —	21 —	29 —	29 —	...	...	10 —	10 —	26 —	26 —	21 —	21 —
Hoshiarpur . . . . .	21 —	20 —	27 —	28 —	...	...	12 —	12 —	25 —	26 —	17 —	18 —
Gurdaspur . . . . .	20 —	20 —	39 —	39 —	...	...	13 —	12 —	24 —	24 —	†	†
Amritsar . . . . .	19 —	20 —	31 —	34 —	...	...	11 —	12 —	23 —	26 —	20 —	19 —
Sialkot . . . . .	18 —	18 —	33 —	33 —	...	...	14 —	14 —	26 —	26 —	24 —	24 —
Hills—												
Simla . . . . .	16 —	15 —	22 —	21 —	...	...	9 —	9 —	24 —	24 —	16 —	16 —
Kangra . . . . .	20 —	20 —	28 —	28 —	...	...	15 —	15 —	†	†	†	†
Northern—												
Rawalpindi . . . . .	17 —	17 —	30 —	30 —	...	...	10 —	10 —	34 —	34 —	21 —	23 —
Hazara . . . . .	18 —	18 —	29 —	31 —	...	...	11 —	11 —	32 —	25 —	18 —	18 —
Peshawar . . . . .	15 —	15 —	29 —	29 —	...	...	10 —	10 —	33 —	34 —	20 —	20 —
Kohat . . . . .	16 —	16 —	24 —	23 —	...	...	13 —	13 —	†	†	22 —	21 —
Bannu . . . . .	20 —	19 —	33 —	35 —	...	...	14 —	14 —	41 —	41 —	25 —	25 —
Western—												
Shahpur . . . . .	16 —	20 —	26 —	26 —	...	...	10 —	11 —	20 —	22 —	20 —	23 —
Jhang . . . . .	19 —	19 —	27 —	28 —	...	...	12 —	12 —	32 —	32 —	26 —	26 —
Multan . . . . .	16 —	16 —	26 —	26 —	...	...	16 —	16 —	29 —	28 —	23 —	23 —
Montgomery . . . . .	19 —	19 —	26 —	25 —	...	...	12 —	12 —	25 —	29 —	23 —	†
Dera Ismael Khan . . . . .	18 —	19 —	24 —	24 —	...	...	8 —	8 —	24 —	24 —	24 —	23 —
Muzaffargarh . . . . .	18 —	18 —	23 —	23 —	...	...	15 —	15 —	21 —	21 —	22 —	22 —
Dera Ghazi Khan . . . . .	15 —	15 —	20 —	19 —	...	...	14 —	14 —	22 —	21 —	20 —	19 —
Sind and Baluchistan—												
Karachi . . . . .	13 —	13 —	...	...	9 —	...	10 —	10 —	20 —	20 —	17 8	17 8
Hyderabad . . . . .	13 —	13 —	...	...	8 —	8 —	11 —	11 —	20 —	20 —	20 —	20 —
Thar and Parkar (Umarkot) . . . . .	12 —	12 12	...	...	18 —	18 —	19 —	19 —	...	...	16 —	17 —
Shikarpur . . . . .	15 —	15 8	...	...	8 —	8 —	9 —	9 —	26 —	26 —	23 —	24 —
Upper Sind Frontier . . . . .	13 —	13 —	...	...	10 —	10 —	11 —	11 —	28 —	32 —	24 —	26 —
Quetta . . . . .	13 12	13 8	17 —	17 —	4 —	4 —	7 —	7 —	22 —	21 —	16 —	16 —
to	14 12	14 8										
Bombay—												
Konkan—												
Karwar . . . . .	9 4	9 4	...	...	8 2	8 2	11 2	10 10	13 5	13 5	13 2	13 2
Ratnagiri . . . . .	8 12	8 2	...	...	13 1	12 5	13 9	12 13	15 10	14 5	15 14	14 9
Alibag . . . . .	9 4	9 4	...	...	11 11	10 13	13 8	12 10	...	...	12 12	12 12
Bombay . . . . .	8 7	8 7	...	...	7 10	6 6	10 6	10 6	14 11	14 11	14 9	14 9
Tanna . . . . .	10 15	10 15	...	...	12 —	12 —	12 15	13 6	*	*	10 3	10 3
Deccan—												
Dharwar . . . . .	15 3	15 2	...	...	15 5	16 4	17 3	17 3	24 9	25 7	24 3	24 3
Belgaum . . . . .	13 3	12 11	...	...	13 7	12 14	13 10	13 2	21 13	20 12	21 7	20 8
Satara . . . . .	14 2	13 1	...	...	10 5	10 5	11 10	11 10	19 12	19 12	19 15	19 7
Sholapur . . . . .	13 15	14 7	...	...	11 8	11 15	12 11	13 3	28 2	25 15	24 2	24 2
Bijapur . . . . .	15 1	15 1	...	...	7 6	7 6	12 5	11 14	28 12	28 12	28 3	28 3
Poona . . . . .	10 7	10 7	...	...	10 15	9 11	12 —	10 13	23 8	23 8	18 6	18 6
Khandesh—												
Ahmadnagar . . . . .	13 —	12 5	...	...	10 5	9 8	13 2	11 5	22 —	20 10	21 15	21 3
Nasik . . . . .	12 15	12 15	...	...	8 2	8 2	9 8	9 8	*	*	10 15	10 15
Dhule . . . . .	12 4	12 4	...	...	7 7	7 7	9 7	9 7	27 10	25 14	22 1	22 1
Gujarat—												
Surat . . . . .	11 9	10 10	...	...	7 6	7 6	8 13	8 5	22 2	23 2	18 9	18 9
Broach . . . . .	12 8	12 8	...	...	8 —	8 —	10 —	10 —	21 8	22 —	16 8	17 —
Kaira . . . . .	14 —	14 —	...	...	8 —	8 —	12 —	12 —	20 —	20 —	17 —	17 —
Baroda Cantonment . . . . .	11 8	11 —	...	...	7 —	6 12	9 —	9 —	17 —	18 —	17 —	17 —
Ahmadabad . . . . .	12 —	12 —	...	...	6 8	6 8	11 8	12 —	22 —	22 8	17 —	17 8
Godhra . . . . .	10 —	10 —	...	...	8 —	8 —	10 8	10 8	...	...	17 —	17 —
Dasa Cantonment . . . . .	13 —	13 8	...	...	7 —	6 8	9 8	9 —	22 8	22 8	20 —	20 —
Kathiawar—												
Rajkot . . . . .	16 —	16 —	...	...	6 10	6 10	10 —	10 —	18 8	19 14	16 3	16 3
Central Provinces—												
Western—												
Nimar . . . . .	13 11	12 13	...	...	6 12	6 5	12 8	12 8	27 9	27 9	...	...
Khandwa . . . . .	12 —	12 —	...	...	10 8	10 8	12 —	12 —	30 —	30 —	21 —	21 —
Hoshangabad . . . . .	12 8	12 4	...	...	11 1	9 —	13 13	12 11	22 11	22 11	...	...
Betul . . . . .	14 0	14 6	...	...	12 —	12 —	14 0	14 0	24 —	24 —	...	...
Chhindwara . . . . .	15 —	15 —	...	...	10 —	10 —	13 —	13 —	23 —	23 —	...	...
Nagpur . . . . .	13 12	13 2	...	...	11 4	11 4	15 —	13 12	23 —	23 —	...	...
Wardha . . . . .	13 5	13 5	...	...	7 —	7 —	11 7	11 7	32 —	20 11	...	...

\* Not sold.

† Not produced.

‡ Not procurable.

represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MARUA OR RAGI ( <i>Eleusine cor- cana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer aristinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARNAK, OR THUR, CAJAN PEA ( <i>Cajanus sinensis</i> ).		SALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
†	†	†	†	20 —	21 —	26 —	26 —	15 —	16 —	11 —	11 —	Panjab—continued. South-eastern—
†	†	14 —	14 —	21 —	21 —	27 —	27 —	14 —	14 —	12 —	12 —	
28 —	30 —	10 —	10 —	22 —	21 —	28 —	27 —	15 —	15 —	11 —	11 —	Gurgaon.
		12 —	12 —	21 —	22 —	28 —	29 —	16 —	16 —	10 8	10 8	Delhi.
												Rohat.
												Karnal.
†	†	16 —	16 —	23 —	23 —	32 —	32 —	13 —	13 —	12 12	12 12	Submontane—
†	†	16 —	18 —	23 —	25 —	33 —	36 —	10 —	11 —	12 —	12 —	
18 —	18 —	20 —	20 —	24 —	24 —	32 —	32 —	†	†	13 —	13 —	Ambala.
†	†	14 —	14 —	23 —	23 —	30 —	30 —	8 —	8 —	12 12	12 12	Ludhiana.
†	†	15 —	15 —	22 —	22 —	28 —	28 —	†	†	12 —	12 —	Jalandhar.
†	†	23 —	22 —	24 —	25 —	31 —	27 —	12 —	11 —	12 —	12 —	Hoshiarpur.
		†	†	21 —	21 —	24 —	24 —	†	†	13 12	13 12	Gurdaspur.
												Amritsar.
18 —	18 —	10 —	10 —	16 —	16 —	24 —	21 —	8 —	8 —	10 —	9 6	Sialkot.
†	†	†	†	19 —	19 —	28 —	28 —	12 —	12 —	11 —	11 —	Hills—
												Simla.
†	†	15 —	15 —	22 —	22 —	22 —	28 —	11 —	11 —	13 —	13 —	Kangra.
†	†	16 —	17 —	18 —	18 —	24 —	25 —	9 —	9 —	11 8	11 8	Northern—
†	†	20 —	19 —	18 —	18 —	27 —	28 —	13 —	13 —	18 —	18 —	Rawalpindi.
13 —	13 —	†	†	21 —	19 —	24 —	23 —	†	†	16 10	16 10	Hazara.
		7 —	7 —	27 —	29 —	34 —	33 —	13 —	13 —	21 4	20 10	Peshawar.
												Kohat.
												Bannu.
20 —	24 —	14 —	16 —	22 —	24 —	18 —	22 —	†	†	13 —	13 —	Western—
32 —	32 —	40 —	40 —	20 —	20 —	32 —	32 —	6 —	6 —	12 —	12 —	Shahpur.
†	†	22 —	20 —	20 —	20 —	29 —	29 —	†	†	12 8	12 8	Jhang.
†	†	†	†	24 —	24 —	30 —	25 —	12 —	12 —	12 8	12 8	Multan.
†	†	†	†	23 —	24 —	26 —	28 —	11 —	11 —	16 4	16 4	Montgomery.
†	†	†	†	19 —	19 —	†	†	8 —	8 —	12 —	12 —	Dera Ismael Khan.
†	†	†	†	19 —	19 —	†	†	†	†	10 12	11 —	Muzaffargarh.
												Dera Ghazi Khan.
†	†	...	...	18 —	18 —	...	...	10 —	10 —	13 8	13 8	Sind and Baluchistan—
†	†	...	...	14 8	14 8	...	...	8 12	8 8	12 —	12 —	Karachi.
†	†	...	...	8 —	8 —	...	...	...	...	12 —	12 —	Hyderabad.
†	†	...	...	18 —	19 8	...	...	12 —	12 —	12 —	12 —	Thar and Parkar (Umarkot).
†	†	...	...	17 —	18 8	...	...	8 —	8 —	11 —	11 —	Shikarpur.
		6 —	6 —	16 —	15 8	16 —	16 —	8 —	8 —	9 —	9 —	Upper Sind Frontier.
												Quetta.
16 3	16 3	...	...	12 8	11 9	...	...	10 5	10 5	10 10	10 10	Bombay—
13 13	14 11	...	...	12 6	12 6	...	...	10 13	9 7	11 11	11 11	Konkan—
...	...	...	...	11 14	11 14	...	...	8 12	8 12	12 5	12 5	Karwar.
11 4	11 4	...	...	13 12	13 12	...	...	10 3	10 3	11 9	11 9	Ratnagiri.
†	†	...	...	14 3	14 3	...	...	11 4	10 15	12 4	12 4	Alibag.
												Bombay.
												Tanna.
23 —	22 —	...	...	16 4	14 9	...	...	13 7	10 15	11 10	12 —	Deccan—
...	...	...	...	16 —	13 8	...	...	13 10	11 11	10 12	10 12	Dharwar.
...	...	...	...	13 12	13 12	...	...	11 14	11 14	11 10	11 10	Belgaum.
...	...	...	...	19 13	19 13	...	...	16 10	17 8	11 10	11 10	Satara.
...	...	...	...	20 14	18 12	...	...	13 6	11 11	11 6	11 6	Sholapur.
...	...	...	...	14 15	14 15	...	...	11 15	10 14	11 13	11 13	Bijapur.
												Poona.
20 11	20 11	...	...	16 10	16 10	...	...	12 9	12 9	12 6	12 6	Khandesh—
...	...	...	...	17 2	17 2	...	...	12 13	12 13	12 1	12 1	Ahmadnagar.
...	...	...	...	13 3	13 3	...	...	13 11	12 —	10 15	10 9	Nasik.
												Dhulia.
...	...	...	...	16 3	16 3	...	...	13 14	13 14	12 —	12 —	Gujarat—
...	...	...	...	13 8	14 8	...	...	14 8	14 8	13 —	13 —	Surat.
25 —	25 —	...	...	10 —	10 —	...	...	19 —	17 —	12 8	12 8	Broach.
20 —	20 —	...	...	13 8	13 —	...	...	14 8	14 —	11 8	11 8	Kaira.
...	...	...	...	13 —	13 8	...	...	10 —	10 —	13 8	13 8	Baroda Cantonment.
23 —	23 —	...	...	16 —	16 —	...	...	11 —	11 —	12 —	12 —	Ahmadabad.
†	†	...	...	17 8	17 12	...	...	12 —	12 —	12 8	12 8	Godhra.
												Disa Cantonment.
...	...	...	...	16 11	15 9	...	...	11 —	11 —	81 10	81 10	Kathiawar—
												Rajkot.
...	...	...	...	17 1	16 —	...	...	14 3	12 13	10 14	10 14	Central Provinces—
...	...	...	...	13 —	13 —	...	...	16 —	13 1	9 14	9 14	Western—
...	...	...	...	20 9	18 —	...	...	10 —	10 —	9 —	9 —	Nimar.
...	...	...	...	14 0	16 —	...	...	12 —	12 —	9 —	9 —	Khandwa.
...	...	...	...	19 —	19 —	...	...	18 12	15 —	10 —	10 —	Hoshangabad.
...	...	...	...	18 12	17 8	...	...	16 —	16 —	10 11	10 11	Betul.
...	...	...	...	14 9	14 9	...	...					Chhindwara.
												Nagpur.
												Wardna.

\* Not sold.

† Not produced.

‡ Not procurable.

F



## RETAIL PRICES FOR THE 2nd HALF OF JANUARY 1899—concluded. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR GUMBU (Pennisetia spicata).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.		Common.		Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
					Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.				
Central Provinces—contd.												
Central—												
Narsinghpur . . . . .	13 11	15 —	...	...	11 4	11 —	12 13	13 —	21 5	21 —	...	...
Saugor . . . . .	13 12	13 12	...	...	13 6	13 6	14 2	14 2	20 —	20 —	...	...
Damoh . . . . .	12 15	12 5	...	...	12 5	14 1	14 1	14 9	...	21 3	...	...
Jubbulpore . . . . .	14 12	14 8	...	...	13 —	13 —	17 8	18 —	24 —	24 —	...	...
Mandla . . . . .	17 —	18 —	...	...	14 —	14 —	19 —	20 —	...	...	...	...
Seoni . . . . .	18 —	18 —	...	...	9 —	9 —	16 —	16 —	...	30 —	...	...
Balaghāt . . . . .	12 —	12 —	...	...	15 —	16 —	22 8	27 8	...	...	...	...
Bhandara . . . . .	15 —	16 4	...	...	...	...	16 4	16 4	...	...	...	...
Chanda . . . . .	12 9	13 3	...	...	...	...	18 14	17 10	38 —	25 5	...	...
Eastern—												
Bilaspur . . . . .	18 4	18 4	...	...	16 —	16 —	18 4	21 5	...	...	...	...
Raipur . . . . .	16 —	17 —	...	...	12 —	12 —	18 —	18 2	...	...	...	...
Sambalpur . . . . .	15 —	15 —	...	...	11 —	11 —	19 —	19 —	...	...	...	...
Berar—												
Buldāna . . . . .	11 —	11 —	...	...	7 —	7 —	9 —	9 —	35 8	35 —	...	22 8
Basim . . . . .	12 8	12 8	...	...	6 12	6 8	11 —	10 —	33 —	32 —	...	...
Akola . . . . .	11 4	12 —	...	...	6 —	6 —	7 8	7 —	32 —	34 8	...	...
Ellichpur . . . . .	10 —	10 —	...	...	6 8	6 8	8 8	8 8	26 —	26 —	16 —	16 —
Amratoti . . . . .	11 —	11 —	...	...	7 —	7 —	10 —	10 —	30 —	30 —	25 —	24 —
Wun . . . . .	11 —	12 —	...	...	7 —	8 —	8 —	8 —	32 —	25 —	20 —	18 —
Nizam's Territories—												
Secunderabad . . . . .	10 1	10 2½	...	...	5 10	6 —	7 7	8 10	19 1	19 12	19 12	19 12
Belaram . . . . .	10 —	10 1	...	...	5 13	5 13	11 1	11 1	18 15	20 2	...	...
Chadarghat . . . . .	8 12	10 —	...	...	6 4	7 8	10 —	12 8	20 12	22 8	22 8	25 —
Madras—												
Malabar Coast—												
Malabar . . . . .	...	...	...	...	...	...	11 11	11 5	...	...	...	...
S. Canara . . . . .	...	...	...	...	...	...	13 11	13 11	...	...	...	...
South, central—												
Coimbatore . . . . .	...	...	...	...	...	...	10 14	10 14	17 10	16 14	21 2	18 5
Nilgiris . . . . .	...	...	...	...	...	...	8 —	8 —	...	...	...	...
Salem . . . . .	...	...	...	...	...	...	11 5	10 13	19 2	19 2	17 3	16 13
Central—												
Bellary . . . . .	...	...	...	...	...	...	11 14	11 14	25 11	25 11	...	...
Amantapur . . . . .	...	...	...	...	...	...	13 —	11 14	26 13	24 11	...	...
Cuddapah . . . . .	...	...	...	...	...	...	11 3	10 13	23 11	22 3	21 —	21 —
Kanul . . . . .	...	...	...	...	...	...	10 11	10 11	32 14	30 13	...	...
East Coast, north—												
Ganjam . . . . .	...	...	...	...	...	...	12 —	12 —	...	...	...	...
Vizagapatam . . . . .	...	...	...	...	...	...	11 14	11 14	...	...	22 13	22 13
Godavari . . . . .	...	...	...	...	...	...	13 8	13 8	23 —	21 2	...	...
East Coast, central—												
Kistna . . . . .	...	...	...	...	...	...	15 6	16 8	20 8	23 11	...	...
Nellore . . . . .	...	...	...	...	...	...	15 6	15 14	16 8	17 8	15 8	16 —
East Coast, south—												
Madras . . . . .	...	...	...	...	...	...	10 14	11 8	13 —	13 —	...	...
Chingleput . . . . .	...	...	...	...	...	...	12 —	12 —	...	...	...	...
N. Arcot . . . . .	...	...	...	...	...	...	10 —	14 —	20 2	19 2	21 —	...
S. Arcot . . . . .	...	...	...	...	...	...	15 13	14 —	...	...	21 10	21 10
Tanjore . . . . .	...	...	...	...	...	...	10 11	15 14	...	...	26 3	26 3
Trichinopoly . . . . .	...	...	...	...	...	...	13 8	11 3	15 6	14 —	20 14	20 14
Southern—												
Tinnevely . . . . .	...	...	...	...	...	...	12 6	12 2	17 8	17 8	12 11	12 11
Madura . . . . .	...	...	...	...	...	...	13 8	11 6	17 13	17 13	19 2	16 14
Mysore—												
Mysore . . . . .	11 8	10 —	...	...	9 12	9 2	11 —	11 2	...	20 —	...	20 —
Bangalore . . . . .	10 8	9 —	10 —	10 —	8 3	8 3	10 8	10 —	25 —	10 4	...	...
Kolar . . . . .	8 —	8 —	6 —	6 —	8 —	8 —	10 —	10 —	...	...	...	...
Tumkur . . . . .	10 8	10 —	...	...	9 8	7 8	11 —	8 4	...	...	...	...
Hassan . . . . .	10 —	8 —	9 —	8 —	10 —	9 —	11 —	10 —	...	...	...	...
Kadur . . . . .	9 —	9 —	9 —	9 —	11 —	9 —	14 —	12 —	25 —	18 —	...	...
Shimoga . . . . .	12 10	11 9	13 10	12 10	8 6	7 14	13 10	12 1	29 6	27 5	...	...
Chitaldrug . . . . .	12 —	10 —	12 —	10 —	10 —	10 —	12 —	12 —	36 —	32 —	20 —	18 —
Coorg—												
Coorg . . . . .	7 —	8 8	6 8	7 8	9 —	9 8	13 —	13 8	...	...	...	...
Aden . . . . .												
	7 13	8 9	...	...	7 2	6 12	8 1	7 11	13 4	13 2	10 2	10 10

\* Not sold.

represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MARUA OR RAGI ( <i>Eleusine coracana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADIAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	
...	...	...	...	17 6	18 —	...	...	16 —	16 —	9 2	9 2	Central Provinces— <i>contd.</i>
...	...	...	...	19 —	19 —	...	...	13 —	13 —	10 11	10 11	
...	...	...	...	20 —	20 —	...	...	12 12	12 12	9 2	9 2	Central—
...	...	...	...	23 —	23 —	...	...	15 —	14 8	9 12	9 12	Narsinghpur.
...	...	...	...	32 —	32 —	...	...	16 —	16 —	9 8	9 8	Saugor.
...	...	...	...	21 —	21 —	...	...	13 —	13 —	9 8	9 8	Damoh.
...	...	...	...	18 —	18 —	...	...	14 —	14 —	9 —	9 —	Jubbulpore.
...	...	...	...	22 —	20 —	...	...	16 4	15 —	9 8	9 8	Mandla.
...	...	...	...	16 13	16 13	...	...	14 2	14 2	9 —	9 —	Seoni.
...	...	...	...	21 5	21 5	...	...	18 4	18 4	9 2	9 2	Balaghāt.
...	...	...	...	24 —	24 —	...	...	16 —	16 —	9 —	9 —	Bhandāra.
...	...	...	...	18 —	17 —	...	...	12 —	12 —	10 —	10 —	Chandā.
...	...	...	...	18 —	17 —	...	...	12 —	11 —	10 8	10 8	Eastern—
...	...	...	...	20 —	20 —	...	...	14 8	15 —	9 —	9 —	Bilāspur.
...	...	...	...	17 8	19 4	...	...	12 —	12 —	12 —	12 8	Raipur.
...	...	...	...	13 8	13 8	...	...	18 8	18 8	10 —	10 —	Sambalpur.
...	...	...	...	16 —	16 —	...	...	15 —	15 —	11 —	11 —	Berar—
...	...	...	...	16 —	16 —	...	...	20 —	20 —	9 8	9 8	Buldāna.
...	...	...	...	...	...	...	...	...	...	...	...	Bāsim.
...	...	...	...	...	...	...	...	...	...	...	...	Akola.
...	...	...	...	...	...	...	...	...	...	...	...	Ellichpur.
...	...	...	...	...	...	...	...	...	...	...	...	Amrāoti.
...	...	...	...	...	...	...	...	...	...	...	...	Wun.
21 —	21 —	...	...	17 8	17 8	...	...	10 9	10 9½	9 2½	9 2½	Nizam's Territories—
...	...	...	...	17 1	17 4	...	...	...	...	8 12	8 12	Secunderabad.
...	...	...	...	18 12	17 8	...	...	12 8	12 8	8 12	8 9	Bolāram.
...	...	...	...	...	...	...	...	...	...	...	...	Chadarghāt.
...	...	...	...	...	...	...	...	...	...	12 14	12 —	Madras—
...	...	...	...	...	...	...	...	...	...	11 14	11 14	Malabar Coast—
...	...	...	...	...	...	...	...	...	...	...	...	Malabar.
19 5	18 14	...	...	...	...	...	...	...	...	11 2	11 2	S. Canara.
20 2	19 3	...	...	...	...	...	...	...	...	10 10	10 10	South, central—
...	...	...	...	...	...	...	...	...	...	10 14	10 14	Coimbatore.
31 —	29 2	...	...	...	...	...	...	...	...	10 13 and 12 2	10 13 and 12 2	Nilgiris.
27 3	27 3	...	...	...	...	...	...	...	...	11 8	11 8	Salem.
24 —	21 —	...	...	...	...	...	...	...	...	12 3	12 3	Central—
18 2	18 2	...	...	...	...	...	...	...	...	10 2	10 2	Bellary.
...	...	...	...	...	...	...	...	...	...	...	...	Anantapur.
...	...	...	...	...	...	...	...	...	...	...	...	Cuddapah.
...	...	...	...	...	...	...	...	...	...	...	...	Karnul.
21 6	21 6	...	...	...	...	...	...	...	...	10 —	10 —	East Coast, north—
22 3	22 3	...	...	...	...	...	...	...	...	12 —	12 —	Ganjam.
23 10	21 13	...	...	...	...	...	...	...	...	12 2	12 2	Vizagapatam.
...	...	...	...	...	...	...	...	...	...	...	...	Godāvari.
29 13	27 13	...	...	...	...	...	...	...	...	13 3	13 3	East Coast, central—
20 3	18 3	...	...	...	...	...	...	...	...	12 13	12 13	Kistna.
...	...	...	...	...	...	...	...	...	...	...	...	Nellore.
18 11	18 3	...	...	...	...	...	...	...	...	12 8	12 8	East Coast, south—
16 6	16 0	...	...	...	...	...	...	...	...	13 5	13 5	Madras.
24 10	21 13	...	...	...	...	...	...	...	...	12 2	12 2	Chingleput.
20 11	20 11	...	...	...	...	...	...	...	...	13 3	13 3	N. Arcot.
28 13	29 6	...	...	...	...	...	...	...	...	12 14	12 14	S. Arcot.
23 10	23 10	...	...	...	...	...	...	...	...	12 —	12 —	Tanjore.
...	...	...	...	...	...	...	...	...	...	...	...	Trichinopoly.
20 10	19 3	...	...	...	...	...	...	...	...	13 13	14 5	Southern—
20 3	18 10	...	...	...	...	...	...	...	...	13 2	13 2	Tinnevely.
...	...	...	...	...	...	...	...	...	...	...	...	Madura.
18 —	16 —	...	20 —	9 12	10 —	...	...	7 8	8 8	10 4	10 8	Mysore—
25 —	20 —	...	...	12 8	8 —	...	...	8 8	7 —	10 8	9 —	Mysore.
25 —	23 —	...	...	9 —	8 —	...	...	8 —	8 —	10 —	10 —	Bangalore.
32 —	24 —	...	...	8 —	8 —	...	...	9 —	7 —	9 —	9 —	Kolar.
24 —	24 —	...	...	13 —	9 —	...	...	8 8	8 —	10 —	9 —	Tumkur.
25 —	25 —	...	...	13 —	9 —	...	...	11 —	7 —	10 —	9 —	Hassan.
28 6	28 6	...	...	13 10	10 8	...	...	11 —	9 7	11 —	10 8	Kadur.
30 —	32 —	30 —	30 —	14 —	10 —	...	...	10 —	9 —	9 —	9 —	Shimoga.
...	...	...	...	...	...	...	...	...	...	...	...	Chitaldrug.
22 —	21 8	...	...	23 8	23 8	...	...	7 8	7 8	11 —	10 8	Coorg—
...	...	...	...	...	...	...	...	...	...	...	...	Coorg.
...	...	...	...	11	10 10	...	...	8 15	8 15	32 —	32 —	Aden.

\* Not sold.

J. A. ROBERTSON,

Offg. Director-General of Statistics.

H. H. RISLEY,

Offg. Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT

March 9, 1899.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 26TH FEBRUARY, 1898, AND FROM 1ST JANUARY TO 25TH FEBRUARY, 1899.**

*N.B.*—As regards the figures in column *Total Earnings from 1st January 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the first half of 1898.	WEEK ENDING 26TH FEBRUARY, 1898.			WEEK ENDING 25TH FEBRUARY, 1899.			Earnings from 1st January to 26th February, 1898.	Earnings from 1st January to 25th February, 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.					
			TOTAL.	Per mile open.		TOTAL.	Per mile open.				
State lines worked by companies.											
Standard gauge—											
East Indian	694	1,740	11,84,017	680	1,745	12,78,000	732	99,51,192	99,44,000	...	51,192
Bengal Central	162	125	27,370	219	125	32,700	262	1,74,554	1,74,000	1,446	...
Bengal-Nagpur	181	862	1,66,370	193	1,186	1,95,000	164	11,91,910	14,31,000	2,39,090	...
Indian Midland (including Bhopal-Itarsi)	171	752	1,36,481	181	868	1,46,000	168	10,77,480	11,36,000	58,520	...
Bezwada Extn. (East Coast State)	191	21	5,752	274	21	2,800	133	30,029	20,200	...	9,829
Madras-Ennūr sec. (Bezwada-Mad.)	119	9	807	90	9	3,200	350	6,123	8,200	2,077	...
Metre gauge—											
Rajputana-Malwa (inclgd. G.-R.-Nagda)	264	1,815	4,22,275	233	1,815	4,94,000	272	33,80,935	39,85,000	6,04,065	...
Pālanpur-Deesa	44	17	607	30	17	600	35	3,918	5,000	1,082	...
South Indian	161	1,042	1,35,985	131	1,023	1,49,000	140	12,10,909	11,42,000	...	68,909
Māyavaram-Mutpet	88	54	4,039	75	54	3,800	70	33,354	30,400	...	2,954
Southern Mahratta (inclgd. G.-M. Fron. sec.)	103	1,165	1,11,324	96	1,165	1,12,000	96	8,37,354	7,96,000	...	41,354
Mysore section (Southern Mahratta)	107	296	27,099	92	296	21,300	72	2,04,720	1,59,000	...	1,05,720
Bengal and North-Western system	162	827	1,32,376	100	928	1,56,000	168	10,90,056	11,40,000	49,944	...
Lucknow-Bareilly	106	231	20,514	89	231	25,000	108	1,74,926	1,83,000	8,074	...
Assam-Bengal	90	286	28,451	99	398	33,300	84	2,04,112	2,53,000	48,888	...
Burma	223	936	2,20,894	236	936	2,58,000	276	18,29,830	16,48,000	...	1,81,830
TOTAL	266	10,178	26,24,301	258	10,817	29,10,700	269	2,15,03,402	2,20,54,800	5,51,398	...
State lines worked by the State.											
Standard gauge—											
North-Western (a)	287	2,886	7,25,552	251	2,886	6,53,000	226	60,33,579	53,47,000	...	6,86,579
Qudh and Rohilkhand (inclgd. the m. g. link)	217	875	1,72,091	197	1,013	2,04,000	201	14,95,728	16,35,000	1,39,272	...
Eastern Bengal (inclgd. metre & 2' 6")	319	818	3,01,305	363	825	2,87,000	348	24,49,770	19,42,000	...	5,07,770
East Coast (b)	116	536	76,344	142	752	75,400	100	4,88,751	5,26,000	37,249	...
Special gauges—											
Jorhat	66	28	2,484	89	28	2,500	89	16,741	15,300	...	1,441
Cherra-Companyganj	20	...	(c)	...	8	600	75	(c)	4,200	4,200	...
TOTAL	261	5,143	12,77,776	248	5,512	12,22,500	222	1,04,84,578	94,69,500	...	10,15,078
Lines worked by guaranteed cos.											
Standard gauge—											
Great Indian Peninsula system	514	1,491	8,07,095	541	1,491	9,52,000	639	56,87,899	72,56,000	15,68,101	...
Bombay, Baroda and Central India	775	461	2,79,090	605	461	3,26,000	707	20,20,572	25,16,000	4,95,428	...
Madras	258	840	2,09,501	249	840	1,83,000	218	16,89,337	13,89,000	...	3,00,337
TOTAL	480	2,792	12,95,752	464	2,792	14,61,000	523	93,97,808	1,11,61,000	17,63,192	...
TOTAL (GUARANTEED AND STATE)	297	18,113	51,97,889	287	19,121	55,94,200	293	4,13,85,788	4,20,85,300	12,99,512	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	217	162	39,187	242	162	25,900	160	3,33,940	1,95,000	...	1,38,940
Tarakesar	320	22	7,658	348	22	8,000	364	60,313	48,600	...	11,713
Southern Punjab (Delhi-Samāṣata)	75	400	16,555	41	400	25,300	63	1,43,702	1,90,000	46,298	...
Tapti Valley	...	...	...	...	36	1,700	47	...	10,500	10,500	...
Metre gauge—											
Mymensingh-Jamalpur-Jagannath-ganj	...	...	...	...	33	1,600	48	...	8,700	8,700	...
Rohilkhand and Kumaon (Co.'s sec.)	137	66	6,127	93	66	7,500	114	41,221	49,500	8,279	...
Bengal Dooars	106	36	4,928	137	36	2,900	81	30,424	20,900	...	9,524
Dibru-Sadiya	200	78	17,889	229	78	17,900	229	1,22,620	1,29,000	6,380	...
Ahmedabad-Parāntij	59	55	2,059	37	55	2,800	51	19,188	24,600	5,412	...
Special gauges—											
Darjeeling-Himalayan	266	51	11,342	222	51	13,000	255	80,218	78,000	...	2,218
Bārsi	150	21	4,658	222	21	4,000	190	26,861	30,700	3,839	...
TOTAL	135	891	1,10,403	124	960	1,10,600	115	8,58,487	7,85,500	...	72,987
Lines owned by native states and worked by other agencies.											
Standard gauge—											
Bina-Goonā	31	74	1,490	20	74	6,800	92	16,804	44,200	27,396	...
Bhopal-Ujjain	76	114	6,968	61	114	13,600	119	68,058	88,500	20,442	...
Nagda-Ujjain	86	35	2,604	74	34	2,000	59	17,910	15,200	...	2,710
The Nizam's guaranteed state	235	334	82,342	247	334	1,80,500	241	6,05,057	6,04,000	...	1,057
The Gaekwar's Petlād	70	13	422	32	13	700	54	3,220	6,100	2,880	...
Rājputra-Bhatinda	140	108	19,271	178	108	11,900	110	1,19,096	83,700	...	35,396
Kolar Gold-fields	408	10	4,587	459	10	2,000	200	30,530	26,100	...	4,430
Metre gauge—											
Yesvantpur-Mysore Frontier section (inclgd. M.-Nanjangūd)	71	66	3,923	59	66	2,300	35	36,014	18,600	...	17,414
The Gaekwar's Mensana	81	93	6,307	68	93	6,000	65	48,727	50,200	1,473	...
Kolhapur	55	29	1,821	63	29	2,500	86	10,834	16,700	5,866	...
Special gauges—											
The Gaekwar's Dabhoi	58	79	4,193	53	79	4,700	59	25,436	28,900	3,464	...
Rajpipla	13	19	267	14	24	1,100	46	880	4,800	3,920	...
Cooch Behar	63	22	1,267	53	25	1,400	56	11,177	9,800	...	1,377
TOTAL	133	996	1,35,462	130	1,003	1,35,500	135	9,93,743	9,96,800	3,057	...
Lines owned and worked by native states.											
Metre gauge—											
Bhavnagar-Gondal-Junāgd-Por-bandar	126	334	32,286	97	334	49,200	147	2,52,643	3,00,000	47,357	...
Jetalpur-Rajkot	80	46	3,100	67	46	4,300	93	26,901	28,700	1,799	...
Jamnagar	38	54	1,413	26	54	2,300	43	12,525	16,100	3,575	...
Dhārangdrā	...	...	...	...	21	1,500	71	...	10,500	10,500	...
Jodhpore-Bickaneer	66	364	21,836	60	407	35,700	88	1,86,134	3,05,000	1,18,866	...
Godoyore-Chitor	42	60	1,953	33	60	2,500	42	15,830	23,800	7,964	...
Special gauge—											
Morvi	82	94	4,554	48	94	7,700	82	47,875	59,400	11,525	...
TOTAL	86	952	65,142	68	1,010	1,03,200	102	5,41,914	7,43,500	2,01,586	...
GRAND TOTAL	273	20,952	55,08,896	263	22,100	59,43,500	269	4,77,79,932	4,52,11,100	14,31,168	...

(a) Includes Jamnū and Kashmir and Hyderabad-Shadipalli rlys.

(b) Includes Bezwada-Madras ry.

(c) Closed for traffic.

W. J. McELHINNY, Capt., R.E.,

Offg. Under Secy. to the Govt. of India

Calcutta, the 10th March, 1899.

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. XLVI of 1898-99.

## STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April, 1898*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 26TH FEBRUARY, 1898.				WEEK ENDING 25TH FEBRUARY, 1899.				Earnings from 1st April, 1897, to 26th February, 1898.	Earnings from 1st April, 1898, to 25th February, 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open.		Total.	Per mile open.						
State lines worked by companies.													
Standard gauge—		Miles.	R	R	Miles.	R	R	R	R				
East Indian	654	1,740	11,84,017	680	1,745	12,78,000	732	5,32,97,586	5,38,17,000	5,19,414	...	...	
Bengal Central	183	125	27,370	219	125	32,700	262	10,81,080	9,27,000	...	1,54,080	...	
Bengal-Nagpur	139	862	1,66,370	193	1,186	1,95,000	164	54,57,183	62,97,000	8,39,817	...	...	
Indian Midland (including Bhopal-Itarsi)	155	752	1,36,481	181	868	1,46,000	168	55,50,208	56,69,000	1,18,792	...	...	
Berwada extn. (East Coast State)	155	21	5,752	274	21	2,800	133	1,48,534	1,35,000	...	13,534	...	
Madras-Ennūr sec. (Berwada-Mad.)	135	9	807	90	9	3,200	356	51,801	38,800	...	13,001	...	
Metre gauge—													
Rajputana-Malwa (inclgd. G.-R.-Nagda)	210	1,815	4,22,275	233	1,815	4,94,000	272	1,78,02,816	2,08,25,000	30,22,184	...	...	
Pālanpur-Deesa	44	17	607	36	17	600	35	36,385	35,700	...	685	...	
South Indian	166	1,042	1,35,985	131	1,023	1,49,000	146	82,18,457	75,95,000	...	6,23,457	...	
Māyavaram-Mutpet	92	54	4,039	75	54	3,800	70	2,37,713	2,20,000	...	17,713	...	
Southern Mahratta (inclgd. G.-M. Fron. sec.)	113	1,165	1,11,324	96	1,165	1,12,000	96	62,95,749	49,00,000	...	13,95,749	...	
Mysore section (Southern Mahratta)	123	296	27,099	92	296	21,300	72	17,55,385	11,43,000	...	6,12,385	...	
Bengal and North-Western system	147	827	1,32,376	160	928	1,56,000	168	56,14,662	58,72,000	2,57,338	...	...	
Lucknow-Bareilly	81	231	20,514	89	231	25,000	103	7,86,980	9,30,000	1,43,020	...	...	
Assam-Bengal	73	286	28,451	99	398	33,300	84	9,16,703	12,27,000	3,10,297	...	...	
Burma	186	936	2,20,894	236	936	2,58,000	276	76,05,080	77,06,000	1,00,911	...	...	
TOTAL	243	10,178	26,24,361	258	10,817	29,10,700	269	11,48,57,231	11,73,37,500	24,80,269	...	...	
State lines worked by the State.													
Standard gauge—													
North Western (a)	236	2,886	7,25,552	251	2,886	6,53,000	226	3,15,77,273	3,32,53,000	16,75,727	...	...	
Oudh and Rohilkhand (inclgd. the m.g. link)	195	875	1,72,091	197	1,013	2,04,000	201	79,46,266	90,97,000	11,50,734	...	...	
Eastern Bengal (inclgd. metre & 2'6")	362	818	3,01,305	368	825	2,87,000	348	1,40,76,179	1,29,44,000	...	11,32,179	...	
East Coast (b)	106	536	76,344	142	752	75,400	100	26,36,094	24,66,000	...	1,70,094	...	
Special gauges—													
Jorhat	69	28	2,484	89	28	2,500	89	88,147	86,100	...	2,047	...	
Cherra-Companyganj	44	...	(c)	...	8	600	75	(d) 4,257	(e) 5,400	1,143	...	...	
TOTAL	235	5,143	12,77,776	248	5,512	12,22,500	222	5,63,28,216	5,78,51,500	15,23,284	...	...	
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	381	1,491	8,07,095	541	1,491	9,52,000	639	2,58,76,668	3,25,24,000	66,47,332	...	...	
Bombay, Baroda and Central India	586	461	2,79,096	605	461	3,26,000	707	1,27,03,459	1,47,68,000	20,64,541	...	...	
Madras	261	840	2,09,501	249	840	1,83,000	218	1,03,66,359	94,30,000	...	9,36,359	...	
TOTAL	379	2,792	12,95,752	464	2,792	14,61,000	523	4,89,46,486	5,67,22,000	77,75,514	...	...	
TOTAL (GUARANTEED AND STATE)	262	18,113	51,97,889	287	19,121	55,94,200	293	22,01,31,933	23,19,11,000	1,17,79,007	...	...	
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	207	162	39,187	242	162	25,900	160	15,76,830	13,02,000	...	2,74,830	...	
Tarkessur	278	22	7,658	348	22	8,000	364	2,85,583	2,68,000	...	17,583	...	
Southern Punjab (Delhi-Samāsata)	42	400	16,555	41	400	25,300	63	(f) 2,47,343	13,13,000	10,65,657	...	...	
Tapti Valley	...	...	...	...	36	1,700	47	...	(g) 13,300	13,300	...	...	
Metre gauge—													
Mymensingh-Jamalpur-Jagannath-ganj	...	...	...	...	33	1,600	48	...	(h) 16,700	16,700	...	...	
Rohilkund and Kumaon (Co.'s sec.)	121	66	6,127	93	66	7,500	114	3,66,068	4,20,000	53,932	...	...	
Bengal Dooars	149	36	4,928	137	36	2,900	81	2,63,134	2,40,000	...	23,134	...	
Dibru-Sadiya	198	78	17,889	229	78	17,900	229	7,14,387	7,25,000	10,613	...	...	
Ahmedabad-Parāntij	45	55	2,059	37	55	2,800	51	(i) 88,256	1,44,000	55,744	...	...	
Special gauges—													
Darjeeling-Himalayan	274	51	11,342	222	51	13,000	255	6,68,767	6,72,000	3,233	...	...	
Bārsi	125	21	4,658	222	21	4,000	190	1,23,589	1,14,000	...	9,589	...	
TOTAL	147	891	1,10,403	124	960	1,10,600	115	43,34,007	52,28,000	8,93,993	...	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonā	26	74	1,490	20	74	6,800	92	88,412	1,45,000	56,588	...	...	
Bhopal-Ujjain	61	114	6,908	61	114	13,600	119	3,21,257	3,94,000	72,743	...	...	
Nāgdā-Ujjain	60	35	2,604	74	34	2,000	59	95,294	1,10,000	14,700	...	...	
The Nizam's guaranteed state	211	334	82,342	247	334	80,500	241	32,95,457	35,48,000	2,52,543	...	...	
The Gaekwar's Petlad	84	13	422	32	13	700	54	55,327	51,300	...	4,027	...	
Rajpura-Bhatinda	122	108	19,271	178	108	11,900	110	6,39,935	5,73,000	...	57,935	...	
Kolar Gold-fields	402	10	4,387	459	10	2,000	200	1,87,393	1,78,000	...	9,393	...	
Metre gauge—													
Vesvantpur-Mysore Frontier section (inclgd. M.-Nanjangūd)	84	66	3,923	59	66	2,300	35	2,71,543	1,74,000	...	97,543	...	
The Gaekwar's Melisāna	71	93	6,307	68	93	6,000	65	3,10,939	3,16,000	5,061	...	...	
Kolhapur	57	29	1,821	63	29	2,500	86	79,138	77,000	...	2,138	...	
Special gauges—													
The Gaekwar's Dabhoi	51	79	4,193	53	79	4,700	59	1,86,474	1,94,000	7,526	...	...	
Rajpipla	11	19	267	14	24	1,100	46	6,585	13,200	6,615	...	...	
Cooch Behar	54	22	1,267	58	25	1,400	56	54,099	60,500	6,401	...	...	
TOTAL	120	996	1,35,462	136	1,003	1,35,500	135	55,82,853	58,34,000	2,51,147	...	...	
Lines owned and worked by native states.													
Metre gauge—													
Bhāvnagar-Gondal-Junāgad-Porbandar	97	334	32,286	97	334	49,200	147	15,30,364	15,88,000	57,636	...	...	
Jetalsar-Rājkot	82	40	3,100	67	40	4,300	93	1,80,965	1,65,000	...	15,965	...	
Jamnagar	38	54	1,413	26	54	2,300	43	(j) 97,001	97,800	799	...	...	
Dhāngadā	...	...	...	...	21	1,500	71	...	(k) 33,900	33,900	...	...	
Jodhpore-Bikaner	62	364	21,836	60	407	35,700	88	10,68,636	13,63,000	2,94,364	...	...	
Udeypore-Chitor	38	60	1,953	33	60	2,500	42	1,08,541	1,39,000	30,459	...	...	
Special gauge—													
Morvi	83	94	4,554	48	94	7,700	82	3,81,947	3,63,000	...	18,947	...	
TOTAL	75	952	65,142	68	1,016	1,03,200	102	33,67,454	37,49,700	3,82,240	...	...	
GRAND TOTAL	243	20,952	55,08,896	263	22,100	59,43,500	269	23,34,16,247	24,67,22,700	1,33,06,453	...	...	

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rly.

(b) Includes Berwada-Madras rly.

(c) Closed for traffic.

(d) From 1st April to 12th June, 1897.

(e) From 1st to 25th April and from 23rd December, 1898, to 25th February, 1899.

(f) From 10th November, 1897, to 26th February, 1898.

(g) From 1st December, 1898, to 25th February, 1899.

(h) From 15th October, 1898, to 25th February, 1899.

(i) From 1st May, 1897, to 26th February, 1898.

(j) From 8th April, 1897, to 26th February, 1899.

(k) From 1st June, 1898, to 25th February, 1899.

W. J. McELHINNY, Capt., R.E.



GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

### Weather Review of India for the week ending at 8 a.m. on Saturday, February 25th, 1899.

Fine, quiet and unusually warm weather prevailed over a large part of the country during most of the week under review. During this period there was no rain of importance throughout the Indian area while there was a fairly steady increase of heat. On Sunday the 19th the highest maximum recorded was  $99^{\circ}2$  at Cuddapah, but on the following day for the first time this season a maximum exceeding  $100^{\circ}$  was reported, and from that occasion onward to the close of the week maxima exceeding  $100^{\circ}$  were daily reported. These quiet settled conditions were disturbed towards the close of the week by a fairly considerable storm. The first indications of this storm were afforded by the Ispahan and Teheran observations on the 21st. On the 22nd the disturbance was apparently still near Ispahan and was growing deeper, while on the 23rd it was approaching Quetta, on the 24th it had reached Eastern Rajputana and on the 25th West Bengal. The disturbance was a very rapidly moving storm having a pressure deficiency near its centre of between  $0\cdot20''$  and  $0\cdot25''$ , but on the other hand it affected the weather only to a small extent. Dust-storms and dust-haze have been reported in the districts passed over by the storm and light rain, and snow and hail have been received in Baluchistan, Kashmir, part of the North-Western Himalayas and at the stations of Sirsa, Delhi, Dehra Dun, Meerut, Darjeeling and Sibsagar. A considerable fall of temperature occurred over Persia, Baluchistan and the Indus Valley as the storm advanced, but this fall did not extend eastward and a cold wave was never a marked feature of the disturbance.

**Daily Summary.**—*Sunday, February 19th.*—Pressure had fallen briskly over North-East India, thus intensifying the low pressure over Bihar and North Bengal, while it had risen in the North-West. Pressure was highest over the West Punjab and Rajputana and lowest in Bihar, and gradients were steep over the Gangetic Plain. A fresh westerly wind prevailed down the Gangetic Plain, while variable light airs prevailed elsewhere. The mean temperature was low over Bombay, the Central Provinces and Tenasserim and was normal or excessive elsewhere. A little snow and hail had fallen at Murree and Minimarg and light rain at Sibsagar and Moulmein.

*Monday, February 20th.*—There had been no important change in the general conditions. North-westerly to westerly winds light to strong in force prevailed over North-Western and Northern India and light variable breezes elsewhere. The mean temperature was low over Bombay, Tenasserim and Assam and was more or less excessive elsewhere. There had been no rain or snow.

*Tuesday, February 21st.*—Pressure had increased almost everywhere. The increase had been greatest and large over Bihar and North Bengal, so that the low pressure area in that region had filled up and pressure had become much more uniform generally. The wind directions had not changed much, but the force of the wind down the Gangetic Plain had diminished. Temperature had fallen in West Bengal and the North-Western Provinces and was below the normal in that area. It was also below the normal along the West Coast and in Tenasserim, and elsewhere it was generally excessive. Sibsagar reported a trifling shower. The most important changes on this day were in Persia where the barometer was falling rapidly with a cloudy sky.

*Wednesday, February 22nd.*—The changes over India were unimportant and pressure remained uniform throughout the country. In Persia, however, the barometer was still falling rapidly, the storm was intensifying and about  $\frac{1}{2}''$  of rain had fallen at Teheran and Bushire. In India, beyond a barometric fall in Baluchistan, conditions were unaffected by this disturbance and the weather was quiet with light and variable winds and no rain. The heat during the previous 24 hours had been less than usual over part of Burma, Bengal, the Gangetic Plain and the west and south of the Peninsula, but elsewhere the mean temperature was excessive.

*Thursday, February 23rd.*—A very rapid recovery of pressure had occurred in Persia and a rapid fall over Baluchistan and the Indus Valley. In the latter

regions the temperature was rising, the wind increasing and becoming more southerly, and the sky clouding over, but the influence of the storm was very sharply defined, and except in the extreme north-west the weather over India remained quiet, fine and settled. The weather was cooler than usual over North-East and Central India, as well as parts of Burma and the South of the Peninsula, but elsewhere the heat was excessive more particularly at Quetta.

*Friday, February 24th.*—The storm, which was passing through Eastern Persia on the 23rd, had reached Eastern Rajputana where the barometer had fallen very rapidly and was 0·23° below the normal. The winds were cyclonic and squally over North-Western India in the storm area and the temperature was very high, but the weather was less disturbed than might have been expected and the rainfall amounts were everywhere small. Light snow and rain had fallen in Baluchistan and Kashmir and rain at Sirsa. Beyond the north-west the weather over India remained quiet and fine with lower mean temperatures than usual over North-Eastern India and Burma and higher mean temperatures over the Peninsula.

*Saturday, February 25th.*—The storm, moving very quickly, had reached West Bengal. There had consequently been a rapid barometric fall over North-Eastern India and a rapid barometric recovery over North-Western India. The winds were squally and cyclonic in the north-east, while light airs and calms were reported in the north-west. Dust-storms and dust-haze were reported from the central districts of the country. Light snow and rain had been received in Kashmir, and light hail or rain at Mussoorie, Ranikhet, Delhi, Dehra Dun, Meerut, Darjeeling and Sibsagar. The weather was much cooler than usual over the east of the Punjab and the west of the North-Western Provinces and slightly cooler over Central Bengal and Burma, but elsewhere the heat was excessive. Over the Peninsula the influence of the storm was not felt and the weather was quiet and warm.

**Temperature.**—The temperature conditions have been somewhat unsteady during the week under review over Burma, North-Eastern India, the central parts of the country and South India, but has been fairly steady in most other provinces. The most marked features in the temperature conditions were—(1) the low temperatures which appeared in the Upper Assam Valley on the 20th and subsequently spread over the whole of North-East India, and (2) the hot wave which preceded and accompanied the storm that entered North-Western India towards the close of the week.

The following table gives mean temperature variation data for the week :—

PROVINCE.	FEBRUARY 1899.							Mean variation of week.
	19th.	20th.	21st.	22nd.	23rd.	24th.	25th.	
	°	°	°	°	°	°	°	
Burma . . . . .	+0·7	+0·7	+0·8	—0·6	—0·5	—2·5	—2·4	—0·5
Assam . . . . .	+1·1	—0·9	—0·7	—0·6	—2·3	—1·7	+0·2	—0·7
Bengal . . . . .	+1·2	+1·4	+0·9	—1·8	—2·6	—2·1	+0·8	—0·3
Orissa . . . . .	+3·1	+2·0	+2·3	+0·5	+0·9	+1·2	+2·9	+1·8
Bihar . . . . .	+1·0	+2·3	—1·1	—1·9	—1·9	—0·7	+1·7	—0·1
Chota Nagpur . . . . .	+1·8	+1·2	+0·1	—1·4	—2·3	—2·1	+1·9	—0·1
North-Western Provinces and Oudh . . . . .	+2·1	+3·1	+0·4	—0·6	—0·7	+1·9	+1·2	+1·1
Punjab . . . . .	+4·2	+2·3	+1·7	+2·1	+3·7	+5·6	+0·8	+2·9
Sind . . . . .	+3·9	+1·7	+3·4	+5·8	+5·5	+7·9	+0·2	+4·1
Rajputana . . . . .	+2·3	+2·8	+1·7	+2·0	+3·0	+9·5	+3·8	+3·6
Gujarat . . . . .	—0·2	+0·4	+1·4	+2·6	+3·7	+4·8	+3·0	+2·2
Central India . . . . .	—0·2	+2·0	—0·3	—0·4	—1·9	+3·6	+4·7	+1·1
Central Provinces . . . . .	—0·3	+0·8	—0·3	+1·1	—0·9	—0·2	+3·7	+0·6
Berar . . . . .	—1·0	+0·5	+1·5	+2·9	+1·4	+0·5	+3·9	+1·4
West Coast . . . . .	—1·7	—1·0	—0·7	—0·5	—0·2	+0·2	+0·7	—0·5
Bombay Deccan . . . . .	—1·6	—0·5	+0·9	+1·9	+2·0	+1·9	+2·4	+1·0
Mysore . . . . .	+2·8	+3·2	+2·3	+1·5	+3·8	+4·9	+4·1	+3·2
Madras Coast . . . . .	+3·4	+2·6	+3·1	+1·0	+1·9	+1·1	+0·3	+1·9
Madras Deccan . . . . .	+2·8	+3·2	+3·3	+3·6	+4·2	+4·7	+2·7	+3·5
South India . . . . .	—0·4	+1·7	+1·0	—2·9	—0·6	+1·9	+2·4	+0·4
Mean for whole of India . . . . .	+1·3	+1·5	+1·1	+0·7	+0·8	+2·0	+2·0	+1·3



The general temperature of the whole country was higher than usual on each day of the week, the excess being greatest and amounting to  $2^{\circ}$  on the 24th and 25th. On the latter day every province except Burma reported an excess of temperature. The provincial variations show that the heat during the week was about normal in Burma, Assam, Bengal, Bihar, Chota Nagpur, the Central Provinces, the West Coast, and South India, and was more or less excessive in all other places, the excess being as much as  $4^{\circ}$  in Sind. The maxima or day temperatures were very steadily excessive during the week, and as mentioned above the thermometer for the first time this season recorded readings exceeding  $100^{\circ}$  on several days in Southern and Central India.

**Rainfall.**—The week under review has been one of exceedingly light rainfall. Most of the light scattered showers which have been received during the week were attributable to the rapidly moving depression which crossed Northern India between the 23rd and 25th, but there was some rain due to local causes in Assam between the 19th and 22nd. As mentioned in the general summary the rainfall accompanying the depression was exceedingly slight considering the intensity of the storm and the rainfall table at the close of the summary shows that effective rain, *i. e.*, rain averaging over one-tenth of an inch was received only in three of the rainfall divisions, *viz.*, East Bengal, the Assam Valley, and the hills of the North-Western Provinces, though rain in small and unimportant amounts was received in addition in the Surma and Hills divisions of Assam, Central Bengal, the Bengal Hills, the submontane divisions of the North-Western Provinces, the South-East and South Punjab, the Punjab Hills, the Baluchistan Hills and the north division of the East Coast. All other parts of the country were rainless throughout the week. In the case of East Bengal the average actual rainfall was slightly heavier than usual, and in the case of the Assam Valley and of Baluchistan the rainfall was exactly normal, but in all other places even where rain had been received the amount was less than the small normal fall.

As a consequence of this light and generally deficient fall the condition of the seasonal rainfall returns has not improved and indicates a considerable seasonal deficiency over a large part of the country. In the eastern and central divisions of Bengal, Bengal Hills, the Bihar division, the east of the North-Western Provinces, Malabar, South-Central Madras, Coorg and Berar, the total rainfall from the 1st of January has been more or less excessive and in the Assam Valley, North Bengal, Chota Nagpur, the Oudh divisions, the East Submontane division of the North-Western Provinces and the south of Madras, the total fall has been about normal, but in all the remaining divisions the rainfall has been short of the normal, and over a considerable part of the country no rain whatever was received during the whole period.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING 25TH FEBRUARY, 1899.			RAINFALL DATA FROM 1ST JANUARY TO 25TH FEBRUARY, 1899.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, 1st Janu- ary to 25th Feb- ruary.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim	0	0	0	0	0'07	— 100
	2. Lower Burma Deltaic	0	0'02	—0'02	0	0'30	— 100
	3. Central do.	0	0	0	0	0'17	— 100
	4. Upper do.	0	0'12	—0'12	0'21	0'33	— 36
	5. Arakan	0	0'07	—0'07	0	0'18	— 100
	6. Eastern Bengal	0'22	0'12	+0'10	1'84	1'50	+ 23
	7. Assam Surma	0'01	0'28	—0'27	1'29	2'13	— 39
	8. Do. Hills	0'06	0'20	—0'14	1'23	1'94	— 37
	9. Do. Brahmaputra	0'20	0'20	0	2'07	1'98	+ 5
	10. Deltaic Bengal	0	0'12	—0'12	1'07	1'51	— 29
BENGAL AND ASSAM	11. Central do.	0'03	0'08	—0'05	2'10	1'18	+ 78
	12. North do.	0	0'07	—0'07	0'89	0'94	— 5
	13. Bengal Hills	0'05	0'19	—0'14	1'86	1'52	+ 22
	14. Orissa	0	0'17	—0'17	0'08	1'18	— 93
	15. Chota Nagpur	0	0'08	—0'08	1'32	1'41	— 6
	16. South Bihar	0	0'05	—0'05	2'41	1'11	+ 117
	17. North do.	0	0'05	—0'05	1'47	1'07	+ 37
	18. North-Western Provin- ces East	0	0'05	—0'05	1'20	1'00	+ 20
	19. South Oudh	0	0'04	—0'04	1'05	0'99	+ 6
	20. North do.	0	0'04	—0'04	1'05	1'14	— 8
NORTH-WESTERN PROVINCES AND OUDH.	21. North-Western Provin- ces Central	0	0'04	—0'04	0'38	0'78	— 51
	22. North-Western Provin- ces West	0'01	0'09	—0'08	0'19	0'96	— 80
	23. North-Western Provin- ces East Submon- tane	0	0'07	—0'07	1'13	0'95	+ 19
	24. North-Western Provin- ces West Submon- tane	0'01	0'18	—0'17	1'04	2'37	— 56
	25. North-Western Provin- ces Hills	0'11	0'48	—0'37	2'73	4'61	— 41
	26. South-East Punjab	0'02	0'09	—0'07	0'22	1'17	— 81
	27. South do.	0'02	0'13	—0'11	0'04	1'12	— 97
	28. Central do.	0	0'19	—0'19	0'63	2'08	— 70
	29. Punjab Submontane	0	0'25	—0'25	0'80	2'62	— 69
	30. Do. Hills	0'05	0'82	—0'77	3'43	5'69	— 40
PUNJAB	31. North Punjab	0	0'33	—0'33	2'07	3'09	— 33
	32. West do.	0	0'08	—0'08	0'52	0'81	— 38
	33. Malabar	0	0'04	—0'04	0'78	0'49	+ 59
	34. Madras South-Cen- tral	0	0'03	—0'03	0'58	0'37	+ 57
	35. Coorg	0	0'02	—0'02	0'07	0'36	+ 86
	36. Mysore	0	0'02	—0'02	0'04	0'10	— 60
	37. Konkan	0	0	0	0	0'12	— 100
	38. Bombay Deccan	0	0'02	—0'02	0	0'08	— 100
	39. Hyderabad North	...	...	...	...	...	...
	40. Khandesh	0	0'04	—0'04	0'01	0'17	— 94
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	41. Berar	0	0'06	—0'06	0'26	0'16	+ 63
	42. Central Provinces West	0	0'09	—0'09	0'24	0'70	— 66
	43. Central Provinces Cen- tral	0	0'09	—0'09	0'34	0'86	— 60
	44. Central Provinces East	0	0'07	—0'07	0'27	0'83	— 67
	45. Gujarat	0	0'01	—0'01	0	0'09	— 100
	46. Kathiawar	0	0	0	0	0'10	— 100
	47. Sind	0	0'05	—0'05	0'01	0'61	— 98
	48. Baluchistan Hills	0'02	0'61	—0'59	2'03	3'94	— 48
	49. Central India East	0	0'10	—0'10	0'20	0'05	— 69
	50. Rajputana East, Cen- tral India West	0	0'12	—0'12	0'01	0'37	— 97
RAJPUTANA AND CENTRAL INDIA.	51. West Rajputana	0	0'10	—0'10	0	0'46	— 100
	52. East Coast North	0'06	0'06	0	0'11	0'47	— 77
	52-A. Do. do. (a)	0	0	0	0	0'09	— 100
	53. Hyderabad South	0	0'05	—0'05	0	0'29	— 100
	54. Madras Central	0	0'02	—0'02	0	0'08	— 100
	55. East Coast Central	0	0'03	—0'03	0'01	0'50	— 98
	56. Do. South	0	0'04	—0'04	0'37	0'84	— 56
	57. Madras South	0	0'14	—0'14	1'31	1'12	+ 17

W. L. DALLAS,

Asst. Meteorological Reporter  
to the Government of India.

SIMLA, the 2nd March 1899.

T. W. HOLDERNESS,

Secretary to the Government of India.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 4th March.*—No rain fell during the week except scattered local showers. The water-supply is generally sufficient. Some sowings are being carried out in parts. The standing crops are generally in fair condition. The harvest is yielding a fair to normal outturn. Pasturage is scarce, but fodder is generally sufficient. Prices have risen slightly in parts of the Southern districts.

**Bombay.**—*For week ending 8th March.*—Slight rain fell in one taluka of Khandesh. The standing crops have been injured by drought in one taluka of the Upper Sind Frontier. American cotton has been blighted in two talukas of Dharwar. The reaping of the late crops continues in seventeen and preparations for next season are being made in ten districts. Cotton picking is progressing in parts of Gujarat, Kathiawar and Belgaum. Fodder is sufficient except in parts of Sind. Agricultural stock is generally healthy. Prices have fallen in five and risen in four districts.

**Bengal.**—*For week ending 6th March.*—The rain which fell during the week over a considerable part of Bengal Proper and in Orissa has benefited spring rice, which is still being transplanted, and helped the ploughing of lands for autumn rice and jute. The spring harvest is in progress, and generally promises to yield a good outturn. The pressing of sugarcane still continues in several districts. Opium is being collected in some districts, and the yield is reported to be fair. The fodder-supply is sufficient. Prices are on the whole stationary.

**North-Western Provinces and Oudh.**—*For week ending 8th March.*—With the exception of a slight shower in one district the weather has been clear and seasonable during the week. More rain is said to be needed in a few districts. The standing crops are thriving. Irrigation where necessary and the pressing of sugarcane continue. The spring crops are fast ripening and are being harvested in parts. The extraction of opium is in progress. Except for slight damage by frost and rats in places prospects are favourable. Supplies and fodder are sufficient. Prices have risen or are falling in some districts, otherwise they are stationary.

**Punjab.**—*For week ending 8th March.*—Slight rain fell in parts of the Rawalpindi and Peshawar districts, but more is badly wanted throughout the province. Ploughings for the autumn crops continue. The condition of the irrigated crops is good to average. Some of the crops on unirrigated areas have totally failed and most of them are drying up for want of rain. Crops are being damaged by rats in parts of Umballa and by caterpillars in parts of Ferozepore. Cattle are generally in fair condition. Fodder is sufficient in all districts, except Delhi, Lahore, Shahpur and Dera Ismail Khan. Prices, especially of wheat, are rising in Jullundur and Lahore, falling in Peshawar and Dera Ismail Khan and are unchanged elsewhere. Wheat is selling from 15½ to 20½, gram 19 to 25, barley 29, bulrush millet 18 to 24½, maize 25 to 33, great millet 25 and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 7th March.*—The weather is generally clear and the heat is increasing steadily. Slight showers of rain fell in parts of the Chhindwara, Bhandara, Balaghat and Bilaspur districts during the week. The threshing of the autumn crops has nearly been completed and the pressing of sugarcane continues. The reaping of the spring crops is in full swing in the

north of the Provinces and has nearly been completed in the south. The estimated outturn is 45 to 60 in Bhandara, 90 to 105 in Mandla and 90 in the Chhindwara Tahsil. In the northern half of Damoh crop prospects are gloomy. Damage estimated at a lakh of rupees has been caused by the hailstorm of the 11th February to the standing crops in 50 villages of Saugor. Employment for agricultural labour is scarce in parts of Saugor and the harvest migration has brought some beggars over the border from Lalitpur and village relief has been granted to 437 destitute and infirm paupers in the Khurai and Banda Tahsils. Prices continue very easy in Saugor, thus obviating distress. Fodder is scarce in the Bargarh Tahsil of Sambulpur. Wheat is selling dearer than usual in Damoh, Hoshangabad and the Nagpur country. The rates for gram and *juar* rate very low, and rice is singularly cheap, in Seoni, Balaghat and Chhattisgarh. The cheapest prices are—wheat 19½, gram 30, rice 22½, and *juar* 27 seers per rupee. The dearest prices are—wheat 12, gram 16, rice 11½ and *juar* 10 seers per rupee.

**Burma.**—*For week ending 4th March.*—In Lower Burma threshing has been completed. In Upper Burma most of the dry weather crops have been sown or transplanted. Harvesting of maize and gram has commenced in Minbu. The standing crops are doing well. The price of paddy has fallen nearly one-tenth in Rangoon and to a less extent in Prome, Thongwa and Bassein, but has risen slightly in Pegu, Amherst and Mandalay and very considerably in the Northern Shan States.

**Assam.**—*For week ending 7th March.*—Rain fell in all districts except Goalpara and the Garo Hills. Ploughing for early rice in the Assam Valley Districts and for low land winter rice in Sylhet continues. Gathering of mustard and pulses, hoeing of tea and pressing of sugarcane are in progress. The outturn of the mustard crop is below the average and prospects of sugarcane are generally good. Pruning of tea is finished. Land is being prepared for the jute crop in Goalpara. Fodder is scarce in Cachar, the Naga, Khasi and Jaintia Hills and in parts of Sylhet and water insufficient in the two latter hill districts. Prices—common rice, Silchar, Dhubri, Gauhati, Tezpur and Nowgong 16, Sylhet 17, Sibsagar 12 and Dibrugarh 14 seers per rupee.

**Mysore and Coorg.**—*For week ending 8th March.*—The standing crops are in good condition. Paddy has been harvested in parts of Tumkur and Chitaldrug and *ragi* (*Eleusine coracana*) in Mysore. Prices have fallen in Bangalore, Tumkur, Kadur and Shimoga and risen in Kolar and Mysore.

**COORG:** The threshing of rice and coffee-picking continue in parts. Water and fodder for cattle are sufficient. Prices of food grains are stationary.

**Berar.**—*For week ending 8th March.*—The days are growing warm but the nights continue cool. Harvesting of the winter crops is well advanced and land is under preparation in all districts except Amraoti for the ensuing rain crops. Fodder and water are insufficient in parts of three districts. The price of *jowar* has fallen in Akola and Buldana.

**HYDERABAD:** Slight rain fell during the week. Harvesting of the spring crops is progressing. The standing winter rice crop is in fairly good condition. Prices of grain continue to fall in parts. Prices—wheat 9½, coarse rice 10½ and *jowari* 22¾ seers per current sicca rupee.

**Central India.**—*For week ending 8th March.*—No rain fell in Central India during the week. Agricultural operations have been completed in Bundelkhand and are in progress elsewhere. Agricultural stock is healthy and pasturage sufficient. Prices continue normal. The condition of opium is fair in Bhopal and Malwa and good in Gwalior.

**Rajputana.**—*For week ending 8th March.*—Agricultural operations are progressing satisfactorily except in Merwara. The state of the crops is



generally good but they have been damaged to some extent by frost in Ajmere-Merwara. The average estimated outturn of the spring crops in Merwara is  $6\frac{1}{2}$  annas. Cattle are generally in good condition. A scarcity of fodder prevails in Sirohi, Marwar, Kherwara, Meywar, Haraoti, Ajmere, Jeypur and Bikanir. Prices are rising in Ajmere and 3 States, falling in 3 others, and steady elsewhere. Emigration from the distressed Ajmere villages and from Merwara continues: 90 persons emigrated during the week. The total emigration from Merwara up to date amounts to 4,243 persons. The numbers employed on relief works were—349 in Ajmere, 4,807 in Merwara and 964 in Marwar. Prices—Ajmere 18, Beawar 22 and Marwar 15 seers per rupee.

**Kashmir.**—*For week ending 7th March.*—The weather is fine. Prices continue below normal. The price of rice is 27 seers per rupee.

**JAMMU PROVINCE.**—*For week ending 8th March.*—No rain fell during the week. The condition of the standing crops is generally fair. Fodder is sufficient. Prices are generally stationary, wheat selling at 18, and maize at 24 seers per rupee.

**Nepal.**—*For week ending 4th March.*—No rain fell during the week. The weather is daily getting warmer. The price of rice is  $8\frac{1}{2}$  seers per rupee.

T. W. HOLDERNESS,

*Secretary to the Government of India.*



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GOVERNMENT OF INDIA.  
FINANCE AND COMMERCE DEPARTMENT.

**APPROPRIATION REPORT**  
ON  
**THE ACCOUNTS**

OF  
**THE GOVERNMENT OF INDIA**  
FOR

**1897-98.**

BY

**A. F. COX,**

COMPTROLLER AND AUDITOR GENERAL.

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## APPROPRIATION REPORT ON THE ACCOUNTS OF 1897-98.

### GENERAL REVIEW.

Throughout the report the figures are tens of rupees (Rs. 1 = Rs. 10), with the last two figures cut off for brevity, thus, 149,7 reads one hundred and forty-nine thousand seven hundred tens of rupees.

1. The Budget Estimate of 1897-98 anticipated a deficit of 2,464,0, notwithstanding that the rate of exchange, 14'46*d.*, taken in it, resulted in an improvement of 1,360,0 as compared with the Estimate of 1896-97. Owing to a continuation of the drought of 1896, the Estimate anticipated a loss of 1,337,8 under Land Revenue and Railway earnings, while it provided 3,641,2 for actual famine relief. The expenditure however exceeded even this large provision, owing mainly to the monsoon rains being late though ultimately very favourable. There was also a renewal of plague which necessitated expenditure on preventive measures in every Province, but especially in Bombay.

2. In addition to the calamities of famine and plague, the Government of India had to meet heavy charges in repairing the damage done to buildings and Railway works by the earthquake of the 12th June 1897, which affected the north-eastern parts of the country. The earthquake was followed by trouble on the North-West Frontier, which involved additional military expenditure of 3,848,0. The expenditure on Famine Relief exceeded the Budget provision by 1,684,4, chiefly in the Central Provinces and Madras. In the former, relief had to be continued later than had been expected, because a series of bad seasons before 1896-97 had greatly impoverished the people; while in Madras the extent of the distress was under-estimated. There were excesses too in Bombay and the North-Western Provinces, mainly due to the late arrival of the monsoon rains. Altogether the loss of Revenue and additional expenditure, due directly or indirectly to famine, amounted to some 8,920,8. To meet these unforeseen demands it was found necessary to reduce expenditure on Railway Construction; to postpone till January 1898 all other expenditure that could be postponed; to stop the sale of Council Bills for 14 weeks from September 8th to December 15th, and to obtain a remittance from the Secretary of State of one crore of rupees by means of Bank drafts. There was a large falling off under Opium Revenue, and Salt yielded a worse result owing to the postponement of actual payment to the following year on the security of Government Paper under rules in force in Madras. On the other hand, there was a considerable and unexpected improvement under Railways owing to the movement of grain into the famine districts and the conveyance of troops to take part in the Frontier Operations, while the special demand for canal water resulted in a large improvement in Irrigation Revenue. The greatest improvement was however due to the rise in the rate of exchange from 14'46*d.* to 15'35*d.*, which produced a saving (including exchange compensation) of 1,648,2. The net result of the year's accounts is a deficit of 5,359,2.

3. No changes in classification of Revenue and Expenditure requiring special notice were made during the year.

4. The following summary gives the Budget and Account figures of 1897-98, which are reviewed in this report. The details will be found in the statements on pages 584 to 596 :—

RECEIPTS.		REVENUE AND EXPENDITURE.		OUTGOINGS.	
Budget.	Accounts.			Budget.	Accounts.
63,774,6	63,154,3	A	Principal Heads of Revenue .	11,229,4	10,816,8
841,3	872,2	B	Interest . . . . .	3,550,0	3,472,3
2,982,8	3,370,6	C	Post Office, Telegraph, and Mint . . . . .	2,891,2	2,869,5
1,689,2	1,723,5	D	Civil Departments . . .	15,467,8	15,739,6
1,023,1	941,0	E	Miscellaneous . . . . .	5,913,0	5,716,8
...	...	F	Famine . . . . .	3,666,2	5,363,1
...	...	G	Construction of Railways .	7,3	3,8
20,682,4	21,260,9	H	Railways . . . . .	23,499,2	22,693,5
3,122,5	3,569,8	J	Irrigation . . . . .	3,111,7	3,144,1
679,6	667,8	K	Buildings and Roads . . .	5,780,1	5,418,9
881,3	881,9	L	Army Services . . . . .	24,195,5	26,996,8
...	...	LL	Special Defence Works . .	19,4	23,7
...	...	M	Provincial Surplus + or Deficit — . . . . .	—1,190,0	—457,7
...	...		Imperial Surplus + or Deficit — .	—2,464,0	—5,359,2
<u>95,676,8</u>	<u>96,442,0</u>		<b>TOTAL .</b>	<u>95,676,8</u>	<u>96,442,0</u>

RECEIPTS.		OTHER TRANSACTIONS.		OUTGOINGS.	
Budget.	Accounts.			Budget.	Accounts.
—2,464,0	—5,359,2		Imperial Surplus or Deficit as above . . . . .	...	...
...	...	N	Capital Outlay on Railways, Irrigation and Other Works	6,588,6	4,328,5
6,924,9	6,077,8	O	Permanent Debt . . . . .	...	...
1,000,0	5,000,0		Temporary Debt . . . . .	...	...
502,4	...	P	Unfunded Debt . . . . .	...	308,2
1,497,5	2,944,6	Q	Deposits and Advances . .	...	...
91,5	45,0	R	Loans and Advances by Impe- rial Government . . . . .	...	...
...	...	RR	Loans and Advances by Pro- vincial Governments . . . .	336,9	553,6
...	...	S	Guaranteed and Subsidized Companies, Capital Ac- counts . . . . .	1,274,0	1,406,8
...	...	T	Remittances . . . . .	15,0	333,8
13,000,0	9,506,1	U	Secretary of State's Bills .	13,025,3	9,472,8
16,280,5	16,706,1	V	Cash Balance, April 1st . .	...	...
...	...		Ditto, March 31st . . . . .	15,593,0	18,516,7
<u>36,832,8</u>	<u>34,920,4</u>		<b>GRAND TOTAL .</b>	<u>36,832,8</u>	<u>34,920,4</u>



## Comparison with the year 1896-97.

5. The comparison in respect of revenues with the year 1895-97 is as follows :—

REVENUES.	1896-97.	1897-98.	Difference. 1897-98, greater (+) or less (—).
Principal Heads of Revenue . . . . .	62,192,4	63,154,3	+961,9
Interest . . . . .	1,082,6	872,2	—210,4
Post Office, Telegraph, and Mint . . . . .	3,011,6	3,370,6	+359,0
Civil Departments . . . . .	1,678,6	1,723,5	+44,9
Miscellaneous . . . . .	1,066,6	941,0	—125,6
Railways . . . . .	20,297,8	21,260,9	+963,1
Irrigation . . . . .	3,150,7	3,569,8	+419,1
Buildings and Roads . . . . .	696,2	667,8	—28,4
Army Services . . . . .	953,3	881,9	—71,4
<b>TOTAL</b> . . . . .	<b>94,129,8</b>	<b>96,442,0</b>	<b>+2,312,2</b>

6. The important variations under *Principal Heads of Revenue* are the following :—

Land Revenue . . . . .	+1,709,2
Opium . . . . .	—1,229,4
Salt . . . . .	+172,5
Excise . . . . .	—124,7
Provincial Rates . . . . .	+186,4
Customs . . . . .	+149,8
<b>TOTAL</b> . . . . .	<b>+863,8</b>

7. The increase under *Land Revenue* occurred chiefly in the North-Western Provinces (615,3), Madras (291,7), Bombay (276,8), Burma (249,4), Punjab (176,4), and Bengal (101,3). It was due chiefly to excellent harvests and high prices having rendered it possible to collect arrears in these Provinces. The improvement under *Provincial Rates* was due to the same cause, but in both cases the comparative increase was the greater in consequence of the low collections and large remissions of the previous year. Under *Opium* there was a reduction of 859,4 under Bengal Opium owing to a large fall in price (from R1,243 to R1,023 per chest). There was also a falling off of 367,8 in Opium Pass Fees, due partly to a diminished demand in China, and partly to a reduction in the rate of duty (R600 to R500). Under *Salt* the increase was due partly to a revival of the trade after the famine disappeared, and partly to a larger proportion of cash transactions in Madras than in the previous year. The decrease under *Excise* was almost entirely due to the famine. Under *Customs* the improvement occurred chiefly in Import duties in Madras and Bombay, mainly in the duties on oils, silver bullion and coin, and articles of food and drink.

8. Under *Interest* the decrease was mainly caused by the fact that a premium was realized on loans issued both in India and in England in 1896-97, while the loan issued in 1897-98 was at a discount. There was an increase of 95,7 in *Post Office Revenue*, and of 237,8 in *Telegraph Receipts*, the latter being due to the large increase in message traffic owing to the Military Operations on the North-West Frontier, the famine, plague, and the earthquake of June 1897. There was an increase in *Mint Receipts*, due chiefly to a large dollar coinage for the Straits Settlements and a re-coinage of Kashmir and Bhopali rupees. Under *Civil Departments* the improvement occurred chiefly under Marine, and was due to larger recoveries on account of hire of vessels employed in conveying troops to the south coast of Africa, Mombassa, and Suez, and to and from the Cape and Mauritius. The decrease under *Miscellaneous* occurred chiefly under Gain by Exchange (100,2).

9. Under *Railway Revenue* the improvement was mainly due to the running of extra troop and mule trains and to the movement of food grains into the famine districts. The chief contributors to the improvement were the North-Western Railway (594,9), the Eastern Bengal Railway (477,8), and the East Indian Railway (433,6). Under *Irrigation* the improvement occurred mainly in the Direct Receipts from canals in the North-Western Provinces and Oudh (145,5), and the Punjab (120,4), owing to the drought, but partly also to the development of irrigation from the Chenab Canal. An improvement of 92,9 occurred under Indirect Receipts under the Godavari and Kistna Delta systems.

10. A comparison of the expenditure side is given below. The average rate of Exchange for the Secretary of State's drawings in 1897-98 was 15'3539*d.* against 14'4505*d.* in 1896-97. The decrease under the different heads in the exchange on the English expenditure is shown separately:—

		DIFFERENCE, 1897-98, GREATER + OR LESS —			
	1896-97.	1897-98.	In the Exchange, on English expenditure.	Due to other causes.	TOTAL
Direct Demands on the					
Revenues . . . .	10,909,7	10,816,8	— 9,0	— 83,9	— 92,9
Interest . . . .	3,453,9	3,472,3	— 117,2	+ 135,6	+ 18,4
Post Office, Telegraph, and					
Mint . . . .	2,711,7	2,869,5	+ 13,1	+ 144,7	+ 157,8
Civil Departments . .	15,445,2	15,739,6	— 49,5	+ 343,9	+ 294,4
Miscellaneous . . .	5,856,7	5,716,8	— 208,6	+ 68,7	— 139,9
Famine . . . .	2,126,4	5,363,1	— 4,5	+ 3,241,2	+ 3,236,7
Construction of Railways .	12,8	3,8	...	— 9,0	— 9,0
Railways . . . .	22,957,8	22,693,5	— 536,9	+ 272,6	— 264,3
Irrigation . . . .	3,251,0	3,144,1	— 4	— 106,5	— 106,9
Buildings and Roads . .	5,783,3	5,418,9	+ 8,0	— 372,4	— 364,4
Army Services . . .	24,255,3	26,996,8	— 392,9	+ 3,134,4	+ 2,741,5
Special Defence Works .	94,6	23,7	— 19,0	— 51,9	— 70,9
<b>TOTAL</b> . . . .	<b>96,858,4</b>	<b>102,258,9</b>	<b>—1,316,9</b>	<b>+6,717,4</b>	<b>+5,400,5</b>



11. To the decrease in the charges for Exchange, as shown above, should be added the saving (156,5) under Exchange Compensation.

12. Under *Direct Demands* there was a decrease of 97,6 under Opium expenditure due to the smaller crop; of 49,6 under Salt due to smaller expenditure on purchase of salt and on freight in Madras; and of 43,2 under Refunds and Drawbacks, the saving being largest in Madras and Bombay. On the other hand, there was an increase of 78,0 under Land Revenue, mainly through indirect famine charges, and of 27,6 under Excise, due to a change in the distribution of the establishment charges between Salt and Excise in Madras. Under *Interest* the excess was due to the payment of discount on the loans raised both in England (117,8) and India (50,6), and to no interest having been paid in the previous year to the Uncovenanted Service Family Pension Fund; this was partly counterbalanced by a saving arising from the transfer to Railway and Irrigation Accounts of a larger portion of interest charges in India in consequence of the increase in the capital expenditure. The increase under *Post Office and Telegraph* was the result of normal development, while that under *Mint* was mainly due to the large re-coining of Kashmir and Bhopali rupees. Under *Civil Departments* there was an excess of 278,7 under Medical, caused chiefly by plague operations. The excesses under Police (77,3), Law and Justice—Jails (38,6), and Law and Justice—Courts of Law (38,2), were chiefly due to the high prices of food-grains and the consequent payment of grain compensation. Part of the increase under Police was however due to plague measures, and under Jails to an increase in Jail population. Against these increases there was a saving of 69,5 under Political owing to the subsidy of the Amir of Afghanistan not having been fully drawn, and to the payment in the previous year of arrears of his subsidy. There was also a saving under Marine mainly in Exchange Compensation and because of a special payment in 1896-97 to the Madras Harbour Trust Board, in satisfaction of its claim against the Madras Port Fund. Under *Miscellaneous* the increase occurred chiefly under Superannuation Allowances and Pensions both in India (42,7) and England (27,2).

13. Under *Famine* the expenditure was almost entirely for famine relief (5,325,6). There was besides a small charge (37,5) for construction of Protective Irrigation Works. The largest excesses occurred in the Central Provinces (1,042,5), Madras (849,0), Bengal (642,3) and Bombay (619,3). Under *Railways* there was an increase of 381,6 in the working expenses of State Railways due to heavier traffic, and of 259,2 in the charges for Interest in India and England, but against these there was a saving of 349,2 owing to smaller surplus profits earned by Guaranteed Railways. Under *Irrigation* the decrease was due to restriction of Minor Works and Navigation owing to famine. But this was partly counterbalanced by larger expenditure on Major Works (51,7), due to increased charges for Interest (30,8) and increased cost of maintenance (20,9). Under *Buildings and Roads* the saving was caused by the restriction of expenditure in consequence of famine, and this saving would have been larger but for the charges due to the earthquake in Assam and Bengal. The increase under *Army Services* was entirely due to the expenditure on the North-West Frontier, which involved a charge of 3,848,0. On the other hand there was a decrease of 746,7, of which 337,6 is accounted for by the mobilisation charges of the previous year and the balance by a more favourable rate for paying British Troops and Exchange compensation. The head *Special Defence Works* was kept open for the record of expenditure in connection with armaments only, the accounts of which were closed in India on the 31st March 1897; and only English transactions appear in the accounts of 1897-98.

### Comparison of Accounts with Budget Estimates of 1897-98.

14. The following figures exhibit the differences in the net accounts between the Budget and the Actuals, those due to the rise in the rate of Exchange being shown in a separate column. A comparison of the gross figures has been given before in paragraph 4:—

	Due to rise in exchange.	Better + Worse — Due to other causes.	Net.
Principal Heads of Revenue . . . . .	+ 4,2	— 211,9	— 207,7
Interest . . . . .	+ 276,9	— 168,3	+ 108,6
Post Office, Telegraph, and Mint . . . . .	+ 28,1	+ 381,4	+ 409,5
Civil Departments . . . . .	+ 52,5	— 290,0	— 237,5
Miscellaneous . . . . .	+ 202,4	— 88,3	+ 114,1
Famine . . . . .	+ 2	— 1,697,1	— 1,696,9
Construction of Railways . . . . .	...	+ 3,5	+ 3,5
Railways . . . . .	+ 565,7	+ 818,5	+ 1,384,2
Irrigation . . . . .	+ 1	+ 414,8	+ 414,9
Buildings and Roads . . . . .	+ 11,8	+ 337,6	+ 349,4
Army Services . . . . .	+ 406,6	— 3,207,3	— 2,800,7
Special Defence Works . . . . .	+ 1,7	— 6,0	— 4,3

#### COMBINED DEFICIT, IMPERIAL AND

PROVINCIAL . . . . . +1,550,2    —3,713,1    —2,162,9

15. The improvements, due to a rise in the rate of Exchange, require no special explanation: it is necessary to explain only the differences arising from other causes. The worse result shown above may be ascribed to famine expenditure, and to the Military Operations on the North-West Frontier.

16. The total loss due to famine has again this year been brought together as was done last year. The following table is based on local estimates, and may be accepted as giving approximately the loss of revenue assignable to this cause:—

*Estimated net Loss of Revenue due to Famine 1897-98. (In thousands of Rupees.)*

	India.	Central Provinces.	Burma.	Bengal.	North- Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	TOTAL
<b>LOSS OF REVENUE.</b>									
Land Revenue . . . . .	1,2	220,6	41,8	40,0	343,7	13,1	75,0	9	736,3
Salt . . . . .	...	...	...	70,3	...	...	...	4,0	74,3
Excise . . . . .	2	98,4	...	65,0	120,0	5,0	70,0	30,3	388,9
Provincial Rates . . . . .	...	27,5	...	...	37,0	2,0	10,4	...	76,9
Customs . . . . .	...	1,4	120,0	166,2	...	...	...	13,0	300,6
Forests . . . . .	...	14,6	...	6,5	8,6	5,3	15,0	30,3	80,3
Railways . . . . .	785,6	—44,9	...	6,4	102,0	293,1	—1,4	—2,8	1,138,0
<b>TOTAL</b> . . . . .	<b>787,0</b>	<b>317,6</b>	<b>161,8</b>	<b>354,4</b>	<b>611,3</b>	<b>318,5</b>	<b>169,0</b>	<b>75,7</b>	<b>2,795,3</b>
<b>INCREASE OF REVENUE.</b>									
Irrigation . . . . .	...	...	—2,4	6,5	268,2	195,7	—14,5	—26,6	426,9
<b>NET LOSS</b> . . . . .	<b>787,0</b>	<b>317,6</b>	<b>164,2</b>	<b>347,9</b>	<b>343,1</b>	<b>122,8</b>	<b>183,5</b>	<b>102,3</b>	<b>2,368,4</b>



17. The expenditure was chiefly upon actual relief of famine, but there were also increased charges under other heads which arose directly or indirectly out of the distress. The following table brings together the expenditure thus arising from famine, and shows that the total loss on this account may be taken as 6,552,4.

*Statement of Excess Expenditure due to Famine (In Thousands of Rupees).*

	India.	Central Provinces	Burma.	Bengal.	N.-W. P. and Oudh.	Punjab	Madras.	Bombay.	TOTAL.
Famine Relief, including Public Works Charges . . . . .	7,5	1,345,8	62,8	886,5	1,070,7	99,3	905,3	945,0	5,322,9
Charges due to famine—									
Army . . . . .	404,1	...	...	...	...	...	116,7	160,6	681,4
Public Works Department Buildings and Roads . . . . .	4	5,9	1,0	3	3	1,3	6	12,6	22,4
Marine . . . . .	5	...	...	...	...	...	...	...	5
Post Office . . . . .	25,8	...	...	...	...	...	...	...	25,8
Telegraph . . . . .	2,9	...	...	...	...	...	...	...	2,9
Land Revenue . . . . .	2	27,8	2	6,5	21,7	1,8	14,8	23,8	101,8
Law and Justice—Courts of Law . . . . .	1	6,3	2	16,6	8,5	1,7	1,0	4,8	39,2
Ditto —Jails . . . . .	9,4	10,3	2	33,0	52,5	17,9	1	11,5	134,9
Police . . . . .	1,5	12,4	1,1	37,6	11,3	7,9	4,4	33,6	109,8
Other heads . . . . .	13,8	12,8	4	22,0	10,5	3,5	6,8	41,0	110,8
TOTAL . . . . .	466,2	1,421,3	65,9	1,002,5	1,175,5	133,4	1,049,7	1,237,9	6,552,4

The total loss of revenue and increase of expenditure due to famine may therefore be put down at about 8,920,8.

18. The chief variations between the Budget figures and the Accounts apart from exchange are explained below. The causes are in most cases the same as those already given to account for the differences between the accounts of 1896-97 and 1897-98. Under *Principal Heads of Revenue* the largest falling off occurred under Opium (370,8), the revenue of which showed a decrease of 636,4 due to the expected price for Bengal Opium not having been realized, and to a diminished demand for Indian Opium in China; while the expenditure gave a saving of 265,6, as the crop was a short one. The next largest decrease occurred under Excise, where the revenue showed a fall of 189,6 owing to the impoverished condition of the agricultural classes, and the expenditure an increase of 29,1 due to the change in Madras referred to in paragraph 12. Under Salt there was a decrease of 139,8 in the revenue due to an increase in credit transactions in Madras on the Security of Government Paper, counterbalanced by a saving of 96,4 in expenditure owing to an over-estimate. On the other hand, there were improvements in the revenue under Provincial Rates (101,6) and Customs (149,4) due to the causes mentioned in paragraph 7. There were smaller improvements under the Revenue heads of Assessed Taxes (45,2), Registration (45,6), attributed to the increased sales and mortgages of land in consequence of the famine; and under Land Revenue (37,5), due to arrear collections as stated in paragraph 7. Under *Interest* the cause of the excess is that stated in paragraph 12, to which may be added larger payments of interest in England on India Bills (60,1). On the other hand, there were reduced transfers to Railway Revenue Account (20,5), and smaller payment of interest on debt in India (109,1), besides less interest on Savings Bank Deposits (23,8). The excess under *Civil Departments* was due mainly to charges connected with the plague and famine, the largest of which occurred under Medical (278,6). There were excesses under Law and Justice—Jails (79,5), and Police (49,6), arising from the circumstances explained in paragraph 12. There were on the other hand savings under Education (45,1) spread over all the Provinces, and due chiefly to grants for special purposes not having been utilized. Political (49,8) also showed a saving owing to the subsidy of the Amir of Afghanistan not having been fully drawn. Under Marine the receipts showed an improvement of 60,4 for the reasons explained in paragraph 8. Under *Miscellaneous* the excess occurred chiefly under Superannuation both in India (22,5) and England (17,5) and under Stationery and Printing.

19. Under *Railway Revenue Account* the improvement was the net result of an increase in revenue of 578,5 and a decrease in expenditure of 240,0. The increase in revenue was due to the causes explained in paragraph 9. The increase was largest on the East Indian Railway (584,2), where it was partly due to pilgrim traffic. The other important increases were on the North-Western (482,8), Indian Midland (83,6), Madras Railway (49,7), and on the Burma Railway (109,3), the last being due to the Estimate having been kept low, as it was not considered likely that the high earnings of the previous year would be maintained. These improvements were partly counterbalanced by a falling off on some lines, the principal of which were on the Rajputana-Malwa Railway (275,5), Bombay, Baroda and Central India Railway (198,2), and the Great Indian Peninsula Railway (176,9). Under expenditure the decrease occurred under Surplus Profits of Guaranteed Railways (176,8), Land for Subsidised Companies (122,4), Interest (50,8), and under Miscellaneous Railway Expenditure (43,8), partly counterbalanced by an increase under Working Expenses of State Railways. The decrease under Surplus Profits was due mainly to the Bombay, Baroda and Central India Railway having earned no surplus during the second half of 1897 (56,9), and to the provision for land for the Calicut-Cannanore Branch of the Madras Railway having been only partially utilized (98,8). The excess under Working Expenses of State Railways occurred principally on the East Indian Railway (153,2), the Burma Railway (72,3), and the Eastern Bengal Railway (58,4). Under *Irrigation* there was an improvement in the revenue of 447,3, due to the causes stated in paragraph 9. There was an excess in the expenditure of 32,4, owing chiefly to the increase in the cost of maintenance necessitated by increased irrigation. Under *Buildings and Roads* the improvement was mainly due to restriction of expenditure in consequence of famine, and would have been larger by about 94,0 but for expenditure in Assam due to earthquake damages. Under *Army Services* the large excess was due to the Military Operations, which involved an outlay of 3,848,0. Apart from this expenditure there was a saving of 563,5, of which 109,2 occurred in England, chiefly under Indian Troop Service, due to the engagement of fewer transports, and 133,1 under Special Services, for which the Budget provided 321,6. The saving was largest in the charges on account of Occupation of Chitral and its Communications (117,6), owing to the charges for a part of the year having been shown under Military Operations on the North-West Frontier. There was a saving of 321,2 in the ordinary charges, due chiefly to smaller payments of Exchange Compensation (61,8), short strength of the army, chiefly in the British army, which was short by two battalions for a part of the year (106,9), the saving in pay, stores, and clothing due to despatch of troops to Mombassa at the cost of the Home Government (10,4), deputations to the Civil Department for plague duty (17,1), smaller purchase of remounts and to the purchase of Australian horses at more favourable rates, and saving in feed of cattle and remounts (86,9), smaller consumption of malt liquor owing to the absence of British regiments on field service (56,8), fewer movements of troops and stores in consequence of the absence of troops on field service (53,3), larger recoveries for supplies to other departments (20,2), saving in cost of clothing (13,0), less horse allowance to Artillery and Cavalry officers (11,8), and favourable rates for food supplies in the Madras Command (42,9). These savings were partly counterbalanced by increased charges elsewhere than in Madras for food supplies owing to famine and field operations on the North-West Frontier (48,8), special money grants to troops on the occasion of the Diamond Jubilee (11,7), and by 180,9 for compensation to Native troops for dearness of provisions and forage.

20. The Budget estimated for an expenditure of 3,654,0 in excess of the revenue on the whole account, but 1,190,0 of this was payable out of accumulations of Provincial and Local Balances, so that there was a net deficit on Imperial Account of 2,464,0. The accounts closed with a deficit on Imperial account of 5,359,2 and on Provincial and Local account of 457,7. The net Imperial expenditure has therefore been worse than the Budget by  $5,359,2 - 2,464,0 = 2,895,2$ , and the net Provincial and Local expenditure better by  $1,190,0 - 457,7 = 732,3$ .



21. The details of these fluctuations are given below, the sign + meaning better, and — worse, than the estimate :—

	REVENUE SIDE.			EXPENDITURE SIDE.		
	Imperial.	Provincial.	TOTAL.	Imperial.	Provincial.	TOTAL.
Principal Heads of Revenue .	— 1,149,2	+ 528,9	— 620,3	+ 376,9	+ 35,7	+ 412,6
Interest . . . . .	+ 24,6	+ 6,3	+ 30,9	+ 82,8	— 5,1	+ 77,7
Post Office, Telegraph, and Mint .	+ 386,7	+ 1,1	+ 387,8	+ 26,3	— 4,6	+ 21,7
Civil Departments . . . . .	+ 33,5	+ 8	+ 34,3	+ 69,6	— 341,4	— 271,8
Miscellaneous . . . . .	— 73,1	— 9,0	— 82,1	+ 204,8	— 8,6	+ 196,2
Famine . . . . .	...	...	...	— 1,747,9	+ 51,0	— 1,696,9
Construction of Railways . . . . .	...	...	...	...	+ 3,5	+ 3,5
Railways . . . . .	+ 577,8	+ 7	+ 578,5	+ 811,9	— 6,2	+ 805,7
Irrigation . . . . .	+ 207,6	+ 239,7	+ 447,3	— 31,9	— 5	— 32,4
Buildings and Roads . . . . .	+ 3,0	— 14,8	— 11,8	+ 106,4	+ 254,8	+ 361,2
Army . . . . .	+ 6	...	+ 6	— 2,801,3	...	— 2,801,3
Special Defence Works . . . . .	...	...	...	— 4,3	...	— 4,3
TOTAL . . . . .	+ 11,3	+ 753,7	+ 765,2	— 2,906,7	— 21,4	— 2,928,1
TOTAL NET . . . . .	— 2,895,2	+ 732,3	— 2,162,9	...	...	...

22. The improvement in the Provincial and Local Section occurred chiefly in the Principal Heads of Revenue and in the Provincial share of Irrigation, and in the charges for Buildings and Roads.

23. The principal items making up the difference in the Imperial Section are indicated in the following table :—

IMPERIAL.				Better.	Worse.
Improvement due to the rise in the rate of Exchange .				1,550,2	...
Land Revenue net (excluding improvement due to the difference in the rate of Exchange)				...	409,9
Opium . . . . .				...	371,0
Excise . . . . .				...	151,0
Customs . . . . .				145,9	...
Interest . . . . .				...	169,4
Post Office, Telegraph, and Mint . . . . .				385,0	...
Exchange . . . . .				...	116,0
Famine Insurance . . . . .				...	1,748,0
Railways . . . . .				824,1	...
Irrigation . . . . .				175,6	...
Buildings and Roads . . . . .				97,6	...
Army . . . . .				...	3,207,3
Minor Improvements under other heads . . . . .				99,0	...
				3,277,4	6,172,6
NET WORSE . . . . .				2,895,2	

## Appropriation Audit.

24. The Budget grants have been exceeded under several heads. The excesses, distinguishing those requiring sanction from those for which extra grants have already been made, have been noticed under each head of expenditure, and the detailed reasons for the excess have been also there stated. The following table brings together the excesses under each head still requiring sanction. The Bengal Government passed an order appropriating, to meet part of the excess in the Provincial column, the savings available under other heads; but as it made no specific appropriation to meet each particular excess, it is necessary to show the total excess as uncovered by grant.

*Excess expenditure over Budget Estimate awaiting sanction of the Imperial Government.*

	INDIA.		CENTRAL PROV.		BURMA.		ASSAM.		BENGAL.		N.-W. P. & OUDH.		PUNJAB.		MADRAS.		BOMBAY.		TOTAL.	
	Impl.	Prov.	Impl.	Prov.	Impl.	Prov.	Impl.	Prov.	Impl.	Prov.	Impl.	Prov.	Impl.	Prov.	Impl.	Prov.	Impl.	Prov.	Impl.	Prov.
1. Refunds and Drawbacks	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,3	6
2. Assignments and Compensations	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4,0	...
3. Land Revenue	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,0	...
6. Stamps	1,8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3,5	4,3
7. Excise	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,7	...
8. Provincial Rates	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
11. Forest	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,2	...
12. Registration	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,7	1,0
13. Interest on Debt	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
14. Do. on other obligations	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
17. Mint	1,8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,8	...
18. General Administration	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,7	...
19A. Law and Justice—Courts of Law	5,6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,3	...
19B. Do. Jails	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5,6	...
20. Police	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
21. Marine	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
22. Education	9,4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21,3
24. Medical	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4,2
25. Political	4,9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,5
26. Scientific and other Minor Departments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16,0
27. Territorial and Political Pensions	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
28. Civil Furlough and Absentee Allowances	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
29. Superannuation	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	1,0
30. Stationery and Printing	1,9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
32. Miscellaneous	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4,0	...
33. Famine Relief	3,0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,3	4,3
35. Construction of Protective Irrigation Works	6,2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,5	...
38. State Railways Working Expenses	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	197,2	60,5
40. Subsidised Companies—Land, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
42. Major Works—(Working Expenses)	2,3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
42. Interest	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
46. Army—	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Medical Establishment	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sea Transport Charges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Military Operations in the North-West Frontier	14,2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rewards for Military Services	1,8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Military Pensions to Natives	14,1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Widows' Pensions	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Departmental Pensions	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	213,4	...	58,0	...	4,0	...	...	...	8,5	46,7	4,3	...	17,4	70,6	58,6	...	103,1	8,2	467,5	130,2



## Section A.—PRINCIPAL HEADS OF REVENUE.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
62,192,4	REVENUE . . . . .	63,774,6	63,425,6	63,154,3

25. The revenue in this section fell short of the Budget Estimate by 620,3, but exceeded the actuals of the previous year by 951,9. Of the decrease as compared with the Budget Estimate, 636,4 occurred under Opium, due to a fall in price and to a diminished demand for Indian opium in China; 139,8 under Salt, due chiefly to a fall in the cash and rise in the credit transactions in Madras, owing to the low price of Government paper, but partly also to smaller sales of Government salt in Madras, and a decline in duty on imported salt in Bengal; and 189,6 under Excise, due chiefly to the distressed condition of the agricultural classes; there were smaller decreases under Forest and Tributes. These decreases were counterbalanced to the extent of 379,8 by improvements under the other heads, the most important being those of 101,6 under Provincial rates, due chiefly to collection of arrears; of 149,4 under Customs, due to larger imports of oils, bullion and coins and articles of food and drink, and larger exports of rice in Madras and Bombay; Assessed Taxes and Registration contributed 45,2 and 45,6, respectively to the increase, due, under the latter, chiefly to an increase in the number of sales and mortgages of land as an effect of the famine. There was an improvement of 37,5 under Land Revenue, due to better collections consequent on the improved conditions of the latter part of the year.

26. Of the improvement as compared with the actuals of the previous year, 1,709,2 occurred under Land Revenue, due partly to the realizations of arrears, and partly to the low collections and large remissions of the previous year, 172,5 under Salt, due partly to a revival of the trade from the effects of the famine, and partly to larger cash transactions in Madras, 186,4 under Provincial Rates, 149,8 under Customs and 28,2 under Registration owing to the reasons given above, 59,3 under Stamps, due indirectly to the scarcity. These improvements were partly counterbalanced by decreases of 1,229,4 under Opium, and 124,7 under Excise, due to the reasons stated above, and of 17,7 under Tributes.

## I.—Land Revenue.

		India.	Central Prov. inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Pun- jab.	Mad- ras.	Bom- bay.	TOTAL.
Ordinary Land Revenue.	Accounts. 1896-97 .	132,8	656,6	1,266,8	559,8	3,779,0	5,62,5	2,137,8	5,004,1	3,464,6	22,094,0
	Budget .	137,8	595,9	1,301,2	566,0	3,811,3	5,883,0	2,233,2	5,535,6	3,800,0	23,864,0
	Revised . 1897-98 .	134,5	660,0	1,387,0	551,3	3,837,6	5,832,4	2,308,9	5,316,3	3,855,0	23,949,0
	Accounts .	134,2	664,6	1,427,2	549,6	3,815,6	5,674,4	2,349,4	5,360,0	3,763,5	23,738,5
Assessment of Alienated Lands less Quit Rents.	Accounts. 1896-97 .	...	...	...	...	8,6	...	22,1	...	981,4	1,012,1
	Budget .	...	...	...	...	5,9	...	22,6	...	979,1	1,007,6
	Revised . 1897-98 .	...	...	...	...	6,0	...	23,9	...	976,9	1,006,8
	Accounts .	...	...	...	...	8,1	...	23,3	...	978,3	1,009,7
Sale of Proprietary Right, Sale of Waste Lands, etc., and Receipts for the Improvement of Government Estates.	Accounts 1896-97 .	5	...	...	6	54,5	1,4	71,2	4,8	...	133,0
	Budget .	1,1	...	...	2,0	57,5	7	14,0	4,7	...	80,9
	Revised . 1897-98 .	6	...	...	3,0	62,5	1,0	48,8	34,8	...	150,7
	Accounts .	4	...	1	2,5	67,4	3,4	44,6	17,3	...	135,7
Capitation Tax or House Tax levied in lieu thereof, including Thathameda Tax.	Accounts. 1896-97 .	9	...	807,9	...	1,1	...	...	...	...	809,9
	Budget .	1,5	...	832,0	...	9	...	...	...	...	834,4
	Revised . 1897-98 .	7	...	921,0	...	1,0	...	...	...	...	922,7
	Accounts .	1,2	...	925,7	...	1,5	...	...	...	...	928,4

## Section A.—PRINCIPAL HEADS OF REVENUE—continued.

## I.—Land Revenue—continued.

			India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Fisheries and other Receipts classed as Miscellaneous Revenue.	Accounts .	1896-97 .	13.3	3.9	292.2	45.8	33.7	40.5	98.6	241.5	27.8	797.3
	Budget .		12.7	4.1	289.7	46.6	49.4	43.8	91.2	235.7	26.0	799.8
	Revised .	1897-98 .	12.2	4.0	292.0	45.7	82.9	44.1	91.6	228.9	26.8	828.2
	Accounts .		12.9	3.1	293.3	44.0	85.6	41.9	93.0	235.6	26.1	836.1
TOTAL	Accounts .	1896-97 .	147.5	660.5	2,396.9	606.2	3,876.9	5,104.4	2,329.7	5,250.4	4,473.8	24,846.3
	Budget .		153.1	600.0	2,422.9	614.6	3,925.0	5,927.5	2,361.9	5,776.0	4,805.7	26,586.7
	Revised .	1897-98 .	148.0	670.0	2,600.0	600.0	3,990.0	5,877.5	2,533.2	5,580.0	4,858.7	26,857.4
	Accounts .		148.7	667.7	2,646.3	596.1	3,978.2	5,719.7	2,510.9	5,612.9	4,707.9	26,648.4
Deduct—Land Re- venue due to Irri- gation.	Accounts .	1896-97 .	...	...	...	...	...	117.5	53.1	604.3	96.9	871.8
	Budget .		...	...	...	...	...	117.5	52.3	676.3	94.4	940.5
	Revised .	1897-98 .	...	...	...	...	...	117.5	57.0	650.0	100.6	925.1
	Accounts .		...	...	...	...	...	117.5	57.9	675.1	114.2	964.7
TOTAL	Accounts .	1896-97 .	147.5	660.5	2,396.9	606.2	3,876.9	4,986.9	2,276.6	4,646.1	4,376.9	23,974.5
	Budget .		153.1	600.0	2,422.9	614.6	3,925.0	5,810.0	2,309.6	5,099.7	4,711.3	25,046.2
	Revised .	1897-98 .	148.0	670.0	2,600.0	600.0	3,990.0	5,760.0	2,476.2	4,930.0	4,758.1	25,032.3
	Accounts .		148.7	667.7	2,646.3	596.1	3,978.2	5,602.2	2,453.0	4,937.8	4,653.7	25,683.7

27. The actuals exceeded the Budget Estimate and the actuals of the previous year by 37.5 and 1,709.2 respectively. The improvement as compared with the Budget was small in the aggregate; there were improvements in some Provinces and falling off in others. The principal improvements were in Burma, (223.4) due to growth in the assessed area and prompt realizations of *Ordinary Land Revenue*, chiefly owing to good harvests, and larger collections of Capitation and Thathameda taxes, in the Central Provinces (67.7) and Punjab (143.4) were due chiefly to better collections of *Ordinary Land Revenue* consequent on the improved condition in the latter part of the year owing to the termination of the amine, and in Bengal (53.2) due chiefly to larger recoveries on account of survey and settlement operations in Behar. The falling off was in the North-Western Provinces (207.8), in Madras (161.9) and Bombay (57.6); in the case of the first the Budget anticipated a large deficiency in the collections owing to a continuance of famine, but the results proved even worse than the Estimate, which, it appears, did not make sufficient allowance for the balance of revenue falling due within, but not collected till after the close of the financial year; in Madras the collections were smaller owing to the unfavourable season, which necessitated the grant of remissions, and to larger remissions in 1896-97 than were anticipated in the Budget, which thus reduced the arrears expected to be collected during 1897-98. In Bombay the Budget did not allow sufficiently for the effects of the famine, owing to which the *Ordinary Land Revenue* collections fell short: other causes for the falling off in Bombay arose from the fall in price of cotton, which delayed the sale of cultivators' produce and led to outstandings to the extent of 23.4 at the end of the year: the prevalence of famine and plague led to further postponements of the revenue due in 1896-97 and to the postponement of the introduction of revised survey rates. Assam contributed 18.5 of the decrease, 16.4 of which occurred under *Ordinary Land Revenue*, due to the epidemic of Kala-Azar in the Nowgong district, and to the effects of the earthquake of June 1897 and the subsequent floods. The improvement over the previous year was due partly to the low collections and large remission of that year and partly to the realization of arrears.

28. Under *Sale of Proprietary Right, etc.*, the increases were the result of under-estimating in the North-Western Provinces, chiefly in respect of capitalized value of abatement of land revenue on lands made over to Railway Companies. Under *Capitation Tax, etc.*, in Burma the increase was due to improvement in both Capitation and Thathameda revenue, the former being due to growth in population; to immigration to the delta districts from parts of Upper Burma, and to greater care in the assessment of the tax, and the latter to more households being assessed, to levy of higher rates in certain districts, and to Railway employes, hitherto exempt, being assessed. The distress in 1896-97 in Upper Burma leading to an emigration to Lower Burma, and to exemption from assessment on account of poverty, chiefly accounts for the difference between that year and the year under report.

29. The principal difference under *Miscellaneous* occurred in Bengal and has been explained above. The increase in Burma (3.6) was due to improvement in Petroleum revenue, and in jade and amber revenues owing mainly to the sale of a quantity of confiscated jade, counterbalanced by decrease in the number of licenses for inland fishing, in consequence of exemption of small casting nets, and of better wages being obtainable by field labourers, and by a decrease in rents from Sea fisheries owing to the collapse of the Bassein pearl oyster beds, and the closing of two turtle-banks in Tavoy.



Section A.—PRINCIPAL HEADS OF REVENUE—*continued.*I.—Land Revenue—*continued.*

The decrease in the Central Provinces was due to the scarcity, that in Assam to the earthquake and floods, and in the North-Western Provinces it was due chiefly to low Revenue Record Room and quarry receipts.

30. The following tables A and B give the usual particulars regarding the distribution of the Land Revenue between Imperial and Provincial:—

## A.—Transactions affecting the Distribution of Land Revenue in 1897-98.

PROVINCES.	CREDITS + DEBITS — TO PROVINCIAL.				
	Transfers under contract.	Subsequent Recurring Transfers.	Special Transfers.	Miscellaneous Adjustments	Total Adjustments.
Central Provinces . . . . .	+160.3	...	+81.0	...	+241.3
Burma . . . . .	+390.5	..	+1	—1	+390.5
Assam . . . . .	+15.6	...	+80.0	—2	+95.4
Bengal . . . . .	—141.9	+1.6	+62.3	+1.3	—76.7
North-Western Provinces and Oudh . . . . .	—323.8	...	+171.1	—1.1	—153.8
Punjab . . . . .	+25.8	+3.4	+7.4	...	+36.6
Madras . . . . .	...	..	—6.4	+1	—6.3
Bombay . . . . .	+836.0	+2.0	+121.8	...	+959.8

## B.—Distribution of Land Revenue in 1897-98.

PROVINCES.	Total Revenues to be divided proportionally.	Proportion assigned to Provincial Governments.	Provincial share.	Special adjustments noted above.	Revised share.	LAND REVENUE NOT INCLUDED IN THE DIVISION.			FINAL DISTRIBUTION OF LAND REVENUE.			
						Impl.	Prov.	Local.	Impl.	Prov.	Local.	TOTAL.
Central Provinces . . . . .	667.7	One-half	333.9	+241.3	575.2	...	...	...	92.5	575.2	...	667.7
Burma . . . . .	2,645.4	Two-thirds	1,763.6	+390.5	2,154.1	...	...	8	491.4	2,154.1	8	2,646.3
Assam . . . . .	596.1	Two-thirds	397.4	+95.4	492.8	...	...	...	103.3	492.8	...	596.1
Bengal . . . . .	3,855.6	One-fourth	963.9	—76.7	887.2	68.2	54.4	...	3,036.6	941.6	...	3,978.2
N. W. Provinces and Oudh . . . . .	5,662.3	One-fourth	1,415.6	—153.8	1,261.8	...	54.2	3.2	4,400.5	1,316.0	3.2	5,719.7
Punjab . . . . .	2,506.6	Two-fifths	1,002.6	+36.6	1,039.2	...	...	4.3	1,467.4	1,039.2	4.3	2,510.9
Madras . . . . .	5,384.1	Fixed amt.	1,509.2	—6.3	1,502.9	...	...	228.7	3,881.3	1,502.9	228.7	5,612.9
Bombay . . . . .	3,772.2	One-fourth	943.0	+959.8	1,902.8	...	978.3	17.4	1,869.4	2,881.1	17.4	4,767.9

31. From the details of recurring and special transfers which are given in the Appendix to this Report on page 165, it will be seen that the Government of India has, in consequence of the loss to Provincial expenditure owing to agricultural distress, been compelled to make grants-in-aid of Provincial balances to the Central Provinces (81.0), and to the North-Western Provinces (102.7). To Bombay a grant (121.8) was made in aid of Plague expenditure, and to Assam (80.0) for Earthquake expenditure.

## II.—Opium.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
4,850.4	Sale of Bengal Opium . . . . .	4,192.5	3,992.0	3,991.0
1,334.8	Bombay Opium Pass Fees . . . . .	1,400.0	1,026.0	967.0
	Excise Opium—			
21.5	Central Provinces . . . . .	16.2	20.0	20.3
22.5	Burma . . . . .	24.6	25.5	23.4
45.2	Assam . . . . .	46.9	45.9	45.3
72.6	Bengal . . . . .	72.0	70.0	70.9
48.6	North-Western Provinces and Oudh . . . . .	40.0	47.5	47.3
7.7	Punjab . . . . .	8.7	6.8	6.7
218.1		217.4	215.7	213.9
5.9	Miscellaneous . . . . .	6.3	8.6	7.9
6,409.2	TOTAL	5,816.2	5,242.3	5,179.8

32. Under *Sale of Bengal Opium* the estimated number of chests (39,000) was sold, and the fall of 201.5 in the actuals was due to the average price realized being only R1,023 against an estimate of R1,075 per chest.

## Section A.—PRINCIPAL HEADS OF REVENUE—continued.

## II.—Opium—continued.

33. Under *Bombay Opium Pass Fees* the falling off (433,0) was due to a diminished demand for Indian opium in China, owing partly to the increased production in China itself, and partly to the unfavourable rate of Exchange, and to the lowering of the rate of the duty in October 1897 from R600 to R500.

34. Under *Excise Opium* the Budget anticipated a large decrease in sales owing to the famine; the falling off in Assam was due to the effects of the earthquake and subsequent floods, and partly to the unpopularity of the Malwa opium; in Bengal and the North-Western Provinces it was due to the general scarcity, and in the Punjab it is attributed to the competition of the Malwa drug, which was selling at a lower rate.

35. The following table gives the usual statistics for the last ten years of the produce and sales in Bengal, and the exports from Bombay :

Year.	BENGAL.					BOMBAY.		
	Produce of season.			Chests sold.	Average price per Chest.	Total price.	Chests.	Rate.
	For export.	For Excise.	Total.					
	Chests.	Chests.	Chests.		R			R
1887-88 . . .	57,500	4,034	61,534	57,000	1,059	6,038,0	34,884½	650
1888-89 . . .	69,500	3,259	72,759	57,000	1,120	6,384,0	30,222½	650
1889-90 . . .	38,305	4,417	42,722	57,000	1,136	6,437,6	29,029	650
1890-91 . . .	44,760	7,063	51,823	57,000*	1,037	5,912,9	28,591	650 & 600
1891-92 . . .	44,522	4,371	48,893	56,250	1,058	5,949,7	30,654½	600
1892-93 . . .	33,679	5,004	38,683	48,852	1,247	6,093,3	27,845½	600
1893-94 . . .	40,506	3,816	44,322	43,353	1,109	4,803,4	26,675½	600
1894-95 . . .	33,329	4,802	38,131	39,780	1,338	5,321,4	29,577½	600 & 650
1895-96 . . .	35,953	4,766	40,719	37,695	1,390	5,240,4	25,475½	650
1896-97 . . .	45,041	4,911	49,952	39,000	1,243	4,850,4	21,751½	650 & 600
1897-98, Budget . . .	...	...	...	39,000	1,075	4,192,5	23,333½	600
1897-98, Revised . . .	...	...	...	39,000	1,028	3,992,0	18,456	600 & 500
1897-98, Actuals . . .	45,500	3,279	48,779	39,000	1,023	3,991,0	17,432½	600 & 500

\* Excluding 27 chests issued to the Excise Department.

## III.—Salt.

				India.	Burma.	Bengal.	Madras.	Bombay.	TOTAL.
Sale of Government Salt.	Accounts .	1896-97 . . .	...	113,0	...	...	35,2	47,6	195,8
	Budget .	...	...	122,1	...	...	76,3	48,7	247,1
	Revised .	1897-98 . . .	...	121,9	...	...	41,0	51,4	214,3
	Accounts .	...	...	119,3	...	3	48,1	52,9	220,6
Excise on Local Manufacture.	Accounts .	1896-97 . . .	...	1,720,3	21,9	...	1,644,4	2,110,2	5,496,8
	Budget .	...	...	1,809,3	21,0	...	1,750,0	2,150,0	5,730,3
	Revised .	1897-98 . . .	...	1,837,3	24,0	4,4	1,673,0	2,156,5	5,695,2
	Accounts .	...	...	1,812,8	24,2	4,3	1,670,2	2,162,8	5,674,3
Duty on Imported Salt.	Accounts .	1896-97 . . .	...	...	119,0	2,486,7	1,2	70,0	2,676,9
	Budget .	...	...	...	129,0	2,493,8	1,2	83,2	2,707,2
	Revised .	1897-98 . . .	...	...	136,0	2,459,4	1,0	74,2	2,670,6
	Accounts .	...	...	...	132,5	2,447,1	1,0	76,9	2,657,5
Miscellaneous	Accounts .	1896-97 . . .	...	15,4	...	13,4	13,4	10,0	52,2
	Budget .	...	...	16,4	...	11,6	12,7	8,7	49,4
	Revised .	1897-98 . . .	...	15,8	...	11,2	10,0	7,9	44,9
	Accounts .	...	...	15,7	...	11,6	7,7	6,8	41,8
TOTAL	Accounts .	1896-97 . . .	...	1,848,7	140,9	2,500,1	1,694,2	2,237,8	8,421,7
	Budget .	...	...	1,947,8	150,0	2,505,4	1,840,2	2,290,6	8,734,0
	Revised .	1897-98 . . .	...	1,975,0	160,0	2,475,0	1,725,0	2,290,0	8,625,0
	Accounts .	...	...	1,947,8	156,7	2,463,3	1,727,0	2,299,4	8,594,2



## Section A.—PRINCIPAL HEADS OF REVENUE—continued.

## III.—Salt—continued.

36. The actuals for the past nine years, during which no change in the rates of duty has occurred, have been as follows :—

	India.	Burma.	Bengal.	Madras.	Bombay.	TOTAL.
1889-90	1,959,2	132,0	2,270,7	1,756,8	2,069,0	8,187,7
1890-91	1,930,5	158,8	2,319,5	1,951,8	2,162,8	8,523,4
1891-92	1,971,2	161,0	2,404,5	1,772,9	2,326,6	8,636,2
1892-93	2,118,1	162,2	2,410,1	1,721,2	2,244,5	8,656,1
1893-94	1,838,7	167,6	2,374,1	1,629,8	2,218,7	8,228,9
1894-95	1,894,3	119,0	2,458,2	1,795,4	2,398,8	8,665,7
1895-96	1,905,3	156,0	2,488,6	1,997,5	2,314,4	8,861,8
1896-97	1,848,7	140,9	2,500,1	1,694,2	2,237,8	8,421,7
1897-98	1,947,8	156,7	2,463,3	1,727,0	2,299,4	8,594,2

37. The receipts show an improvement of 172,5 as compared with the actuals of the previous year, and a falling off as compared with the Budget Estimate of 139,8, of which 113,2 occurred in Madras, mainly under *Excise on Local Manufacture* (79,8), due chiefly to a fall in the cash and rise in the credit sales, owing mainly to the fall in the price of Government paper; the fall however was not so great as in the previous year; and under *Sales of Government Salt* (28,2) due to poor sales at the Madras Depot. Bengal contributed 42,1 of the decrease under *Duty on Imported Salt* owing to a large quantity of non-duty paid salt having been removed under bond during the year. The continued expansion of revenue under this head noticed in last year's report seems to have received a check.

38. In India the falling off under *Sales of Government Salt* occurred chiefly in Sambhar. The improvement under the second head would have been better by 19,5, but for a decrease in Kohat owing to the stoppage of traffic in consequence of hostilities on the frontier. In Burma the increase under *Duty on Imported Salt* was due to large importations of salted fish and Penang-made gnapi. In Bombay the decrease under this head was due to diminished importations of Government salt owing to the agreement between the Great Indian Peninsula and Southern Mahratta Railways to convey goods *via* Poona at low rates of freight. The improvement under *Excise on Local Manufacture* was due to a better demand in the latter half of the year owing to the effects of the famine having to a considerable extent disappeared, and that under *Sale of Government Salt* was due to the introduction of new maundage rate on salt sold in the Konkan Division and to an increased sale of Paragara Salt.

39. The increase over the previous year's actuals was contributed by all the provinces except Bengal, where the falling off occurred under *Duty on Imported Salt*. The improvement in India (99,1) is attributed to the revival of trade in the latter portion of the year from the effects of scarcity and the frontier disturbances. In Burma (15,8) and in Madras (32,8) it was due to the causes explained above, and in Bombay (61,6) to the fact that during 1896-97 both plague and famine raged in several districts, while in the year under review famine had to a considerable extent disappeared.

## IV.—Stamps.

		India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Court-fee Stamps	Accounts . 1896-97 .	35,7	120,2	106,4	64,1	1,242,0	523,7	293,4	519,0	311,5	3,216,0
	Budget .	35,4	118,3	112,7	64,2	1,240,5	550,0	294,8	517,9	342,9	3,276,7
	Revised .	29,5	109,5	105,0	60,9	1,255,2	539,0	277,4	544,5	340,0	3,261,0
	Accounts .	29,8	111,2	103,9	61,3	1,270,7	553,8	281,3	549,7	343,7	3,305,4
Commercial and other Stamps.	Accounts . 1896-97 .	21,8	51,4	56,0	25,6	510,3	183,8	160,5	265,0	202,4	1,476,8
	Budget .	23,3	53,2	54,2	25,3	497,0	185,6	155,2	269,9	213,9	1,477,6
	Revised .	21,9	50,0	62,0	25,2	500,0	184,0	156,8	281,5	190,0	1,471,4
	Accounts .	19,5	48,2	63,2	25,3	501,3	176,7	152,8	282,5	186,5	1,456,0
Fines and Penalties and Miscellaneous.	Accounts . 1896-97 .	3	1,1	2,6	3	5,1	2,0	5,5	10,1	57,9	84,9
	Budget .	3	5	3,1	5	5,0	2,4	5,0	10,2	55,2	82,2
	Revised .	3	5	3,0	4	4,8	2,0	5,8	9,0	48,0	73,8
	Accounts .	2	5	3,0	5	3,9	1,7	6,2	9,8	49,8	75,6
TOTAL	Accounts . 1896-97 .	57,8	172,7	165,0	90,0	1,757,4	709,5	459,4	794,1	571,8	4,777,7
	Budget .	59,0	172,0	170,0	90,0	1,742,5	738,0	455,0	798,0	612,0	4,830,5
	Revised .	51,7	160,0	170,0	86,5	1,760,0	725,0	440,0	835,0	578,0	4,806,2
	Accounts .	49,5	159,9	170,1	87,1	1,775,9	732,2	440,3	842,0	580,0	4,837,0

## Section A.—PRINCIPAL HEADS OF REVENUE—continued.

## IV.—Stamps—continued.

40. The actuals showed an improvement over the Budget Estimate and the actuals of the previous year by 5 and 59.3 respectively. The actuals practically agreed with the Budget in the aggregate, but there were considerable differences in all the Provinces and under the several heads. In India and the Central Provinces the Estimates were pitched too high, sufficient allowances not having been made for the effects of the famine. In Burma the improved condition of the agriculturists resulted in fewer law suits and reduced the sales under *Court-fee Stamps*, while by increasing the commercial activity it improved the revenue under *Commercial and other Stamps*. In Assam the decrease was small and was due to the suspension of litigation for sometime owing to the earthquake of June 1897 and the subsequent floods. In Bengal the improvement under the first head was due to increased litigation, probably an after effect of the failure of crops in the previous year, which also led to a larger number of loan transactions, and thus improved the receipts under the second head. In the North-Western Provinces the increase under *Court-fee Stamps* was due chiefly (4.4) to the sale of plain paper to be used with Court-fee Stamps, introduced from 1st December 1897, and partly to increased litigation consequent on a return of prosperity; the decrease under *Commercial and other Stamps* was due to the large relief afforded to the distressed classes, more especially by the liberal policy of remissions and suspensions of revenue adopted to save the people from financial collapse. In the Punjab the decline under the first head was due to reduced litigation, probably the result of scarcity, while the improved condition of the agricultural classes reduced the borrowing transaction and thus decreased the receipts under the second head. In Madras the improvement was due to the increase in the amount of agricultural loans given by Government, to the indebtedness of landlords forcing them to mortgage their lands, and to tenants having to borrow on bonds to pay their *Kists*. In Bombay the decrease under the second head was due to the prevalence of plague in several districts, the mortality from which, however, brought in additional probate duties which accounts for the increase under *Court-fee Stamps*.

## V.—Excise.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
License and distil- lery fees and duties for the sale of liquors and drugs.	Accounts. 1896-97 .	105.7	168.3	351.0	108.9	1,019.9	399.3	203.1	1,440.4	985.2	4,781.8
	Budget .	110.4	142.2	341.2	106.4	1,028.0	459.7	198.5	1,480.0	987.4	4,853.8
	Revised .	98.5	127.9	340.8	105.5	975.5	404.3	213.8	1,423.8	990.0	4,680.1
	Accounts. 1897-98 .	96.8	134.0	345.9	106.8	965.8	405.6	217.4	1,414.6	979.6	4,666.5
Opium . . . .	Accounts. 1896-97 .	1.1	32.7	68.7	151.6	172.6	46.9	16.0	42.3	105.8	637.7
	Budget .	1.5	25.8	75.6	157.3	175.5	40.0	15.4	44.6	103.5	639.2
	Revised .	1.2	32.0	77.4	153.9	170.0	45.5	16.0	40.0	104.0	640.0
	Accounts. 1897-98 .	1.5	30.8	70.4	151.9	171.2	45.7	17.1	40.4	107.0	636.0
Duty on Ganja	Accounts. 1896-97 .	...	9.2	...	17.7	145.6	...	...	...	4	172.9
	Budget .	...	6.5	...	18.2	140.0	...	...	...	4	165.1
	Revised .	...	8.6	...	17.0	138.0	...	...	...	4	164.0
	Accounts. 1897-98 .	...	8.7	...	18.0	136.5	...	...	...	3	163.5
Other Receipts	Accounts. 1896-97 .	6	1.1	2.5	1	1.8	2	2	7.0	8.3	21.8
	Budget .	6	1.7	2.6	1	1.5	3	1	5.4	8.7	21.0
	Revised .	6	1.5	4.8	1	1.5	2	2	6.2	8.1	23.2
	Accounts. 1897-98 .	6	8	5.3	1	1.3	2	2	6.9	8.1	23.5
TOTAL	Accounts. 1896-97 .	107.4	211.3	422.2	278.3	1,339.9	446.4	219.3	1,489.7	1,099.7	5,614.2
	Budget .	112.5	176.2	349.4	282.0	1,345.0	500.0	214.0	1,530.0	1,100.0	5,679.1
	Revised .	100.3	170.0	423.0	276.5	1,285.0	450.0	230.0	1,470.0	1,102.5	5,507.3
	Accounts. 1897-98 .	98.9	174.3	421.6	276.8	1,274.8	451.5	234.7	1,461.9	1,095.0	5,489.5

41. The revenue under this head showed a falling off of 189.6 as compared with the Budget Estimate and of 124.7 as compared with the actuals of the previous year. The decline occurred chiefly in Bengal, the North-Western Provinces, and Madras, due generally to agricultural distress. The falling off occurred under *License and Distillery fees, etc.*, the variations under the other heads were small. Under Opium in Burma, Assam, Bengal and Madras the revenue fell short of the estimate owing, in the last case, to famine, in Burma to over-estimate and in Assam to the earthquake and floods, while in Bengal it was due to the abolition of Chandu and Madak licenses. The improvement in the Central and North-Western Provinces was due to under-estimate, in Punjab it occurred in transit duty owing to larger consumption of opium imported from Kashmir and the Hill States, and in Bombay it was partly due to too low an estimate and partly to low prices of opium prevailing in Bombay. Punjab alone showed an appreciable improvement, which occurred chiefly under the first head, partly due to the Estimate having been



## Section A.—PRINCIPAL HEADS OF REVENUE—continued.

## V.—Excise—continued.

kept low in consequence of the universal depression which existed when it was framed, and to the unusually high level of license fees, which are the highest on record.

## VI.—Provincial Rates.

		India.	Central Prov- inces.	Burma.	Assam	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
District and Local Rates and Cesses.	Accounts . 1896-97	5.7	39.8	114.9	64.0	897.3	454.6	222.4	517.9	261.8	2,578.4
	Budget .	6.3	47.6	118.5	66.0	846.0	524.5	225.7	544.3	284.4	2,663.3
	Revised .	5.7	38.5	122.0	63.0	909.0	532.5	241.3	547.1	274.0	2,733.1
	Accounts .	6.6	42.0	124.7	64.6	926.0	527.0	241.1	555.8	279.5	2,777.3
Village Service, Pat- wari and Chowki- dari Cesses.	Accounts . 1896-97	3.3	49.6	...	...	...	262.1	128.0	229.1	37.6	710.6
	Budget .	3.4	53.1	...	...	...	293.9	126.0	226.2	42.0	744.6
	Revised .	3.4	39.3	...	...	...	251.7	139.3	221.2	42.0	726.9
	Accounts .	3.4	37.6	...	...	...	284.4	140.1	224.0	40.9	730.4
Famine Insurance, Canals and Rail- ways.	Accounts . 1896-97	...	12.9	...	...	...	158.0	55.5	...	...	226.4
	Budget .	...	17.6	...	...	...	118.9	56.3	...	...	192.8
	Revised .	...	15.2	...	...	...	120.9	60.2	...	...	196.3
	Accounts .	...	17.6	...	...	...	119.5	60.2	...	...	197.3
Rate on Wards' Estates.	Accounts . 1896-97	...	2.8	...	...	15.0	...	1.8	...	...	19.6
	Budget .	...	3.2	...	...	14.0	...	2.1	...	...	19.3
	Revised .	...	...	...	...	17.0	...	2.3	...	...	19.3
	Accounts .	...	...	...	...	14.2	...	2.3	...	...	16.5
Other Miscellaneous Cesses.	Accounts . 1896-97	1.4	...	...	...	...	...	5	...	...	1.9
	Budget .	1.3	...	...	...	...	...	4	...	...	1.7
	Revised .	1.2	...	...	...	...	...	5	...	...	1.7
	Accounts .	1.2	...	...	...	...	...	6	...	...	1.8
TOTAL	Accounts . 1896-97	10.4	105.1	114.9	64.0	912.3	874.7	409.1	747.0	299.4	3,536.9
	Budget .	11.0	121.5	118.5	66.0	860.0	937.3	410.5	770.5	320.4	3,621.7
	Revised .	10.3	93.0	122.0	63.0	926.0	935.1	443.6	768.3	316.0	3,677.3
	Accounts .	11.2	97.2	124.7	64.6	946.2	930.9	444.3	789.8	320.4	3,723.3

42. The revenue under this head showed an improvement of 101.6 as compared with the Budget Estimate, and of 186.4 as compared with the actuals of the previous year. This improvement was the result chiefly of increase in Bengal (80.2), in Punjab (33.8), and Madras (19.3), due mainly to large collection of arrears, in Bengal partly also to an increase due to re-valuations, and in Punjab to realizations on account of Patwaris' Fees Fund in the Chenab Colony. These improvements were partly counterbalanced by decreases chiefly in the Central Provinces (24.3), North-Western Provinces (6.4), and Bombay (6.0), due in the first case mainly to suspensions and remissions under the first and second heads; in the North-Western Provinces to the further postponement of reforms in the Rural Police system of Oudh under the Oudh Local Rates Act V of 1894; and in Bombay to reasons stated under I.—Land Revenue (para. 27).

## VII.—Customs.

			India.	Central Provinces.	Burma.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Sea Customs	Import Duties	Accounts . 1896-97	...	...	256.7	1,335.3	...	...	283.2	1,692.0	3,567.2
		Budget .	...	...	243.0	1,343.0	...	...	296.4	1,650.0	3,532.4
		Revised .	...	...	275.0	1,286.2	...	...	313.8	1,771.0	3,646.0
		Accounts .	...	...	290.3	1,319.6	...	...	324.5	1,800.8	3,735.2
	Export Duties	Accounts . 1896-97	...	...	507.6	133.0	...	...	80.5	34.1	755.2
		Budget .	...	...	540.0	196.0	...	...	40.0	24.0	800.0
		Revised .	...	...	480.0	140.8	...	...	96.0	37.0	753.8
		Accounts .	...	...	475.7	134.8	...	...	74.5	39.8	724.8
Excise duty on Cotton Manufac- tures.	Accounts . 1896-97	7	8.9	...	4	3.9	1.3	5.6	91.5	112.3	
	Budget .	5	8.7	...	1.0	4.5	1.4	3.0	90.0	109.1	
	Revised .	7	8.4	...	5	3.6	1.6	5.2	95.0	115.0	
	Accounts .	9	7.5	...	1	3.6	1.4	6.6	96.1	116.2	
Land Customs and Miscellaneous	Accounts . 1896-97	...	...	3.0	9.4	...	...	25.6	18.8	56.8	
	Budget .	...	...	2.2	9.1	...	...	20.6	18.5	50.4	
	Revised .	...	...	6.5	9.1	...	...	30.0	17.0	62.6	
	Accounts .	...	...	7.0	9.9	...	...	30.2	18.0	65.1	
TOTAL	Accounts . 1896-97	7	8.9	767.3	1,478.1	3.9	1.3	394.0	1,836.4	4,491.5	
	Budget .	5	8.7	785.2	1,519.1	4.5	1.4	360.0	1,782.5	4,491.9	
	Revised .	7	8.4	761.5	1,436.6	3.6	1.6	445.0	1,920.0	4,577.4	
	Accounts .	9	7.5	773.0	1,404.4	3.6	1.4	435.8	1,954.7	4,641.3	

## Section A.—PRINCIPAL HEADS OF REVENUE—continued.

## VII.—Customs—continued.

43. The revenue under this head showed an improvement of 149.4 as compared with the Budget Estimate, and of 149.8 as compared with the actuals of the previous year. This improvement was the result of increased receipts in Madras and Bombay and a falling off in the other Provinces. Of the improvement in Madras 28.1 was under *Import Duties* and 34.5 under *Export Duties*, the former being due to increased import of Kerosine Oil, and the latter to large shipments of rice to Ceylon owing to the supply from Bengal having failed; in Bombay 150.8 occurred under *Import Duties* chiefly in the duties on Silver bullion and coin (153.3), Oils (95.6) and articles of food and drink (22.0), partly counterbalanced by a falling off in the duties on Cotton Manufactures (18.7), other Metals and Manufactures of metals (30.4), Manufactured articles (59.8) and raw materials (15.3) due to slackness in trade owing to the prevalence of plague, and 15.8 under *Export Duties* due to large shipments of rice to Cutch and Kathiawar. The excess over the actuals of the previous year occurred mainly in Bombay (118.3) and Madras (40.9), and was due generally to the improvements noticed above.

44. Under *Import Duties* the increase in Burma (47.3) was due to the revival of the import trade following the rich rice harvest of December 1896, while the decrease in Bengal (23.4) was chiefly due to a falling off in the duties on cotton (75.7), manufactured articles (47.9) and raw materials (20.7), due to stringency in the money market and famine, partly counterbalanced by increased receipts under articles of food and drink (37.8), Silver bullion and coin (35.1), and Oils (43.7). Under *Export Duties* the decrease in Burma (64.3) was due to the diversion of a large portion of the trade to India owing to the famine, and in Bengal (61.2) owing to smaller exportations of rice. Under *Excise Duty on Cotton Manufacture* the improvement in Madras (3.6) was due to the diversion of the trade in cotton piece-goods to Calcutta and Rangoon (which are Customs ports), owing to the American competition in China, and in Bombay (6.1), to improved receipts under the Cotton Duties Act II of 1896, and activity of the Gujarat mills. Under *Land Customs and Miscellaneous* the increase was chiefly in Madras (9.6), where it was due to increased export of British rice through the French ports of Pondicherry and Karikal, and in Burma (4.8) due to overtime fees earned by preventive officers, hitherto kept out of account, having been treated as miscellaneous receipts, and the payments out of them as charges under 9.—Customs (para. 74).

## VIII.—Assessed Taxes.

1896-97.		Budget.	1897-98.	
Accounts.			Revised.	Accounts.
219.3	India . . . . .	222.8	217.1	221.5
49.8	Central Provinces . . . . .	49.8	47.0	47.8
78.0	Burma . . . . .	84.6	91.0	94.1
29.9	Assam . . . . .	30.3	30.2	30.6
491.8	Bengal . . . . .	490.0	490.0	494.9
241.4	N.-W. Provinces and Oudh . . . . .	240.0	239.0	243.2
132.4	Punjab . . . . .	133.0	140.0	139.5
246.0	Madras . . . . .	240.0	245.0	247.4
354.2	Bombay . . . . .	359.8	390.0	376.5
1,872.8	TOTAL . . . . .	1,850.3	1,889.3	1,895.5

45. The receipts showed an improvement of 45.2 and 22.7 over the Budget Estimate and the actuals of the previous year respectively. The improvement, which occurred in all the Provinces except India and the Central Provinces, was due generally to under-estimates. In Burma it was partly due to the introduction of Act II of 1886 in Mandalay Town; and in the North-Western Provinces to the presence of a larger number of officers on duty in consequence of famine and plague. In Bombay the receipts would have been better but for the falling off due to the absence of surplus profits on the Great Indian Peninsula Railway, and decrease in the earning of the Bombay, Baroda and Central India and Southern Mahratta Railways owing to a decline in traffic caused by the famine and plague.

46. The *India* figures include, in addition to the collections made in the Districts directly administered by the Government of India, the recoveries of the non-Civil Departments from the salaries of Government officers. The details are given below:—

1896-97.		Budget.	1897-98.	
Accounts.			Revised.	Accounts.
84.3	Civil Department, India . . . . .	88.8	83.0	83.0
63.0	Military Department . . . . .	63.7	63.8	64.2
54.3	Public Works Department . . . . .	52.5	52.4	56.4
2.0	Marine Department . . . . .	2.1	2.0	1.9
7.2	Post Office Department . . . . .	7.2	7.3	7.4
8.5	Telegraph Department . . . . .	8.5	8.6	8.6
219.3	TOTAL AS ABOVE . . . . .	222.8	217.1	221.5



## Section A.—PRINCIPAL HEADS OF REVENUE—continued.

## IX.—Forests.

		India.	Central Provin- ces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
I											
Timber and other produce removed by Government Agency.	Accounts . 1896-97	41,7	6,7	254,9	3,4	52,0	44,8	71,2	39,8	117,0	631,5
	Budget .	46,4	9,2	229,9	3,4	45,0	41,2	89,1	60,4	131,5	656,1
	Revised . 1897-98	43,1	6,6	261,7	2,1	42,8	37,0	74,6	47,5	125,0	640,4
	Accounts .	46,3	6,7	262,6	1,4	38,3	38,1	69,6	49,2	111,5	623,7
II											
Timber and other produce removed by consumers or purchasers.	Accounts . 1896-97	5,7	67,9	320,1	32,0	80,8	92,6	31,4	176,8	177,1	681,4
	Budget .	7,1	80,0	293,1	36,2	81,7	119,2	26,9	166,6	187,4	998,2
	Revised . 1897-98	4,9	68,4	399,2	29,2	73,7	100,7	31,3	160,0	160,0	1,027,4
	Accounts .	7,2	67,9	400,1	29,2	77,1	93,0	29,7	149,0	140,1	993,3
III											
Other Receipts	Accounts . 1896-97	1,7	2,7	62,9	8,2	4,3	7,1	8,2	13,7	9,2	118,0
	Budget .	1,5	4,0	54,5	7,4	3,3	6,1	5,2	10,3	9,6	101,9
	Revised . 1897-98	7,4	3,0	57,5	7,7	3,0	7,3	6,5	17,5	10,0	120,4
	Accounts .	8,2	3,4	58,8	7,9	3,5	7,6	7,5	15,5	10,1	122,5
TOTAL	Accounts . 1896-97	49,1	77,3	637,9	43,6	137,1	144,5	110,8	230,3	303,3	1,733,9
	Budget .	55,0	93,2	577,5	47,0	130,0	166,5	121,2	237,3	328,5	1,756,2
	Revised . 1897-98	55,9	78,0	718,4	39,0	119,5	145,0	112,4	225,0	295,0	1,788,2
	Accounts .	61,7	78,0	721,5	38,5	118,9	138,7	106,8	213,7	261,7	1,739,5

47. The receipts fell short of the Budget Estimate by 16,7, but exceeded those of the previous year by 5,6. Though the difference in the total is not very large, the variations under the several heads in the various provinces are considerable. The only increases occurred in India (6,7) and Burma (144,0), the former being due to a large refund by Messrs. Ogilvy, Gillanders & Co., London, on account of sale proceeds of cargoes of Andamans timber, retained by them in 1896-97 in part payment of freight and other charges, and the latter mainly to larger extractions of timber consequent on favourable floods and high prices. The decrease in the other provinces was mainly due to the effects of famine. In Assam it was due to the earthquake, which rendered roads impassable and the rivers useless for floating purposes; and in Bengal to the reduction of royalty on produce floated down the river consequent on the cyclone of October 1897 in Chittagong. In Madras the decrease was partly due to too sanguine an estimate.

48. Under *Timber, etc., removed by Government Agency* the only differences requiring special notice are in the Punjab, where there was a large falling off, mainly due to the small demand for fuel by the North-Western Railway owing to slackness of traffic, and the dryness of the season 1896, which prevented the timber being floated down to the sale depôts; in Bombay, where the prevalence of plague adversely affected the prices received at the auction sale of timber, and difficulty in getting carts and labour caused a falling off in the supply of fuel to the Southern Mahratta Railway; and in the North-Western Provinces, where the sale of firewood to the Commissariat Department at Chakrata and at Ranikhet and Lansdowne fell off owing to the absence of troops, while plague restrictions at Hardwar reduced the sale of bamboos.

49. Under *Timber, etc., removed by Consumers or Purchasers* the variations were mainly due to the causes stated above; the only points calling for particular notice are, that in Assam the crop of thatching grass was totally destroyed by floods and by cattle driven up into the hills by the floods, no royalty being realized owing to the prevailing distress, and that the receipts from waste land grants declined under the new rules. In the North-Western Provinces the decrease was partly due to less extraction owing to slackness of demand and to failure of purchasers of standing trees to pay in the instalments due. In Bombay the demand for fuel from the North-Western Railway fell off in consequence of the agricultural depression in Northern India, and plague quarantine rules also brought about a fall in the demands for forest produce. The small improvement in Punjab (2,8) was due to a larger demand for fodder, increased outturn of charcoal, better receipts on account of grazing, larger sales of standing trees, and the introduction of an improved method of disposing of bamboo coupes.

50. Under *Other Receipts* there was an improvement of 20,6. The increase in India has been explained above. In Burma the increase was due to larger collections under drift timber and duty on foreign timber, the receipts however fell short of those of the previous year; and in Punjab the improvement was due to larger sales of drift timber and better collections of rafting fees.

## Section A.—PRINCIPAL HEADS OF REVENUE—continued.

## X.—Registration.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras	Bom- bay.	TOTAL.
Fees for registering Documents.	Accounts . 1896-97	1,9	8,7	5,9	5,0	148,3	31,6	30,7	100,9	64,6	397,6
	Budget .	1,8	8,6	5,7	5,4	136,5	29,2	28,2	104,3	62,9	382,6
	Revised . 1897-98	1,9	8,6	6,6	4,8	148,2	37,9	30,1	106,0	60,0	404,1
	Accounts .	1,8	8,0	6,6	5,0	151,7	38,0	29,4	109,4	60,2	410,1
Fees for copies of registered Documents.	Accounts . 1896-97	2	3,8	1	1	2,2	10,7	9,2	2,6	1,0	29,9
	Budget .	2	3,8	2	1	2,0	11,6	7,2	2,7	1,0	28,8
	Revised . 1897-98	2	3,9	2	1	2,3	2,4	11,0	2,7	1,0	23,8
	Accounts .	2	3,7	1	1	2,3	2,4	10,6	2,7	1,0	23,1
Other Receipts	Accounts . 1896-97	1	1,5	5	...	4,0	4,0	2,0	17,6	1,1	30,8
	Budget .	1	1,6	4	...	3,5	4,2	1,6	17,0	1,1	29,5
	Revised . 1897-98	1	1,6	4	...	4,5	3,7	1,9	41,3	1,0	54,5
	Accounts .	1	1,5	4	...	4,0	3,7	2,0	40,9	7	53,3
TOTAL	Accounts . 1896-97	2,2	14,0	6,5	5,1	154,5	46,3	41,9	121,1	66,7	458,3
	Budget .	2,1	14,0	6,3	5,5	142,0	45,0	37,0	124,0	65,0	440,9
	Revised . 1897-98	2,2	14,1	7,2	4,9	155,0	44,0	43,0	150,0	62,0	482,4
	Accounts .	2,1	13,2	7,1	5,1	158,0	44,1	42,0	153,0	61,9	486,5

51. The revenue under this head showed an improvement of 45,6 over the Budget Estimate, and of 28,2 over the actuals of the previous year. The improvement was contributed chiefly by Bengal (16,0), Punjab (5,0), and Madras (29,0), occurring in the last under *Other Receipts* due to the system of granting certificates of previous non-encumbrance of land in connection with State Loans; in the other two Provinces it was due to the registration of a larger number of deeds, as an effect of the famine. In Burma the increase was due to more extended operations. In the Central Provinces and the North-Western Provinces the decrease was due to the assistance which both landlords and tenants received from Government, and from private charity, which served to keep them out of money-lenders' hands. The falling off in Assam was due to the earthquake and floods, and in Bombay to the combined effects of famine and plague.

## XI.—Tributes from Native States.

1896-97. Accounts.	TRIBUTES AND CONTRIBUTIONS OF RS. 5,000 AND OVER—	Budget.	1897-98. Revised.	Accounts.
	India—			
20,0	Oodeypur . . . . .	20,0	20,0	20,0
9,8	Jodhpur . . . . .	9,8	9,8	9,8
40,0	Jeypur . . . . .	40,0	40,0	40,0
18,5	Kotah . . . . .	18,5	18,5	18,5
12,0	Boondee . . . . .	12,0	12,0	2,01
8,0	Jhallawar . . . . .	8,0	8,0	8,0
6,5	Rutlam . . . . .	6,5	6,5	6,4
10,8	Nizam (Maharatta Chouth) . . . . .	10,8	10,8	10,8
	Central Provinces—			
7,0	Nandgaon . . . . .	7,0	7,0	7,0
7,0	Khairagarh . . . . .	7,0	7,0	3,5
	Burma			
27,2	Shan States . . . . .	32,0	27,5	27,8
	Assam—			
5,0	Manipur State . . . . .	5,0	5,0	5,0
	Punjab—			
10,0	Mandi . . . . .	10,0	10,0	10,0
13,1	Kapurthalla . . . . .	13,1	13,1	13,1
	Madras—			
78,3	Travancore . . . . .	78,3	78,3	78,3
350,0	Mysore . . . . .	350,0	350,0	350,0
20,0	Cochin . . . . .	20,0	20,0	20,0
	Bombay—			
55,5	Kathiawar . . . . .	55,3	55,3	53,9
23,4	Kutch . . . . .	18,7	14,0	14,0
35,5	Baroda State . . . . .	37,8	41,2	39,6



Section A.—PRINCIPAL HEADS OF REVENUE—*continued.*XI.—Tributes from Native States—*continued.*

1896-97. Accounts.		Budget.	1897-98. Revised Accounts.
CONTRIBUTIONS FOR SPECIAL MILITARY FORCES—			
India—			
18,2	Bhopal Levy (Bhopal)	18,2	17,2
18,8	Malwa Contingent (Dewas, Jowrah)	19,2	18,3
11,5	Erinpura Irregular Force (Jodhpur)	11,5	11,5
20,0	Deolee Irregular Force (Kota)	20,0	20,0
3,4	Malwa Bheel Corps	3,6	3,5
Bombay—			
8,8	Southern Mahratta Horse	8,2	6,4
TRIBUTES AND CONTRIBUTIONS UNDER RX. 5,000—			
22,7	India	21,5	19,5
13,3	Central Provinces	10,3	11,2
3,4	Burma	4,8	3,4
...	North-Western Provinces and Oudh	1,0	1,0
4,7	Punjab	4,7	4,8
2,8	Madras	2,8	2,8
5,9	Bombay	5,9	5,9
FEES ON SUCCESSION TO NATIVE STATES—			
2,9	India	2,0	2,6
3,0	Central Provinces	1,6	1,5
2	Bengal	...	...
4,5	Bombay	6,5	6,7
223,1	TOTAL INDIA	221,6	218,1
30,3	„ Central Provinces	25,9	23,2
30,6	„ Burma	36,8	31,2
5,0	„ Assam	5,0	5,0
2	„ Bengal	...	...
...	„ North-Western Provinces and Oudh	1,0	1,0
27,8	„ Punjab	27,8	27,9
451,1	„ Madras	451,1	451,1
133,6	„ Bombay	132,4	126,5
901,7	GRAND TOTAL	901,6	884,0

52. The receipts under this head are for the most part fixed. The fluctuations that occur arise generally either from the non-payment of dues or from advance or arrear payments. There was a falling off in the actuals of 17,6 and 17,7, as compared with the Budget Estimate and the actuals of the previous year respectively. The decrease in the Central Provinces was chiefly due to the non-payment by the Khairagarh State of the tribute of 3,5; in Burma there were some remissions and postponements; and in Bombay it was chiefly due to the instalment of the subsidy from Kutch, which fell due in April 1897, having been paid in the previous year; this receipt, with arrear collections in the previous year, account for the difference in the actuals of the two years.

## Section A.—DIRECT DEMANDS ON THE REVENUE.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
10,909,7	EXPENDITURE . . . . .	11,229,4	10,842,5	10,816,8

53. The expenditure under this section showed a saving of 412,6 as compared with the Budget Estimate, and of 92,9 as compared with the actuals of the previous year. Of the saving as compared with the Budget Estimate, 265,6 occurred under Opium owing to the outturn of the crop having fallen short of the estimate; 96,4 under Salt, due chiefly to an over-estimate in Madras; 74,4 under Forests, due chiefly to provision for survey operations and certain new works in Madras and Bombay not having been fully utilized, and to re-organization of the subordinate Forest Establishment. There were other small savings, the principal being 14,3 under Refunds and Drawbacks, and 16,7 under Assignments and Compensations, the charges under the former are of a fluctuating character, and the savings under the latter occurred chiefly in Madras and Bombay. These savings were partly counterbalanced by excesses of 20,9 under Land Revenue, due chiefly to indirect famine expenditure and to payments of commission on collections in Burma, of 29,1 under Excise, due chiefly to a change in the proportion of distribution of the combined establishment charges between Salt and Excise in Madras, and of small excesses under Stamps and Customs.

54. Of the decrease as compared with the actuals of the previous year, 97,6 occurred under Opium, due to smaller payments to cultivators owing to the smaller outturn of the crop; 49,6 under Salt, due chiefly to less expenditure under Purchase of salt and freight in Madras, and partly to less expenditure charges due to the transfer of the Orissa Salt Department from Madras to Bengal; 43,2 under Refunds and Drawbacks and to smaller decreases under Assignments and Compensations, Stamps, and Provincial Rates, counterbalanced by an increase of 78,0 under Land Revenue due to indirect famine charges and large payments of commission on collections in Burma, of 27,6 under Excise, 8,0 Customs, 7,8 Forests, and smaller savings under Assessed Taxes and Registration.

## 1.—Refunds and Drawbacks.

		India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Land Revenue	Accounts . 1896-97 . .	5	6	9,1	1,1	10,1	2,3	6,2	12,2	14,8	56,9
	Budget . . . . .	5	3	0,0	1,6	5,6	4,0	4,2	7,1	15,1	44,4
	Revised . . . . .	6	2	7,5	1,0	5,6	5,6	3,9	11,2	16,8	52,4
	Accounts . . . . .	5	...	7,3	1,2	9,9	4,0	3,1	13,5	17,9	57,4
Salt	Accounts . 1896-97 . .	5,1	...	7	...	16,1	...	...	1,4	8,4	31,7
	Budget . . . . .	3,0	...	1,0	...	19,5	...	...	2,5	9,2	35,2
	Revised . . . . .	2,0	...	1,2	...	20,0	...	...	1,0	7,8	32,0
	Accounts . . . . .	1,1	...	1,4	...	17,9	...	...	7	7,6	28,7
Stamps	Accounts . 1896-97 . .	6	1,8	2,6	6	15,9	8,3	4,4	10,0	12,5	56,7
	Budget . . . . .	5	1,7	2,4	6	15,6	9,0	3,7	10,4	10,0	53,9
	Revised . . . . .	5	1,7	2,8	5	15,0	7,6	4,3	11,0	10,0	53,4
	Accounts . . . . .	5	1,5	2,6	5	16,6	7,7	4,3	10,4	9,1	53,2
Customs	Accounts . 1896-97 . .	...	...	11,7	...	24,6	...	...	5,6	77,4	119,3
	Budget . . . . .	...	...	10,8	...	20,2	...	...	5,0	80,0	116,0
	Revised . . . . .	...	...	11,8	...	22,2	...	...	4,7	51,7	90,4
	Accounts . . . . .	...	...	11,9	...	19,4	...	...	5,3	49,6	86,2
Assessed Taxes	Accounts . 1896-97 . .	1,1	3	4	...	3,2	2,3	7	2,3	2,2	12,5
	Budget . . . . .	9	4	8	1	3,0	2,3	1,0	2,5	2,5	13,5
	Revised . . . . .	7	3	3,7	1	2,4	2,4	6	2,1	2,0	14,3
	Accounts . . . . .	7	4	3,7	...	2,2	2,6	9	1,8	1,9	14,2
Other Revenue Re- funds.	Accounts . 1896-97 . .	...	8	1,6	4	5,4	9	7	11,8	28,8	50,4
	Budget . . . . .	...	6	9	6	3,6	3,1	5	3,8	22,5	35,6
	Revised . . . . .	...	8	3,9	8	7,0	4,2	1,5	4,2	24,0	40,4
	Accounts . . . . .	1	1,0	4,6	7	5,1	4,4	1,9	4,6	22,2	44,6
TOTAL	Accounts . 1896-97 . .	7,3	3,5	26,1	2,1	75,3	13,8	12,0	43,3	144,1	327,5
	Budget . . . . .	4,9	3,9	21,9	2,9	67,5	18,4	9,4	31,3	139,3	298,6
	Revised . . . . .	3,8	3,0	30,9	2,4	72,2	19,8	10,3	34,2	112,3	288,9
	Accounts . . . . .	2,9	2,9	31,5	2,4	71,1	18,7	10,3	36,3	108,3	284,3



Section A.—DIRECT DEMANDS ON THE REVENUE—*continued.*I.—Refunds and Drawbacks—*continued.*

		India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Excess over Budget Grant	Imperial	...	...	5.4	...	2.3	3	2	4.1	...	12.3
	Provincial	...	2	4.2	...	1.3	...	6	0	...	7.2
Excess sanctioned by Local Government		...	2	8.0	...	1.3	...	...	4.8	...	14.3
" " Imperial Government		...	...	...	...	2.3	...	8	...	...	3.1
" awaiting sanction of the Imperial Government.	Imperial	...	...	1.6	...	...	3	2	2	...	2.3
	Provincial	...	...	...	...	...	...	6	...	...	6

55. The charges under this head are fluctuating and do not admit of an accurate forecast. The expenditure fell short of the Budget Estimate and the actuals of the previous year by 14.3 and 43.2 respectively. The decrease, as compared with the Budget, was the net result of savings of 6.5 under *Salt Refunds* and of 29.8 under *Customs Refunds*, and excesses of 13.0 under *Land Revenue Refunds* and of 9.0 under *Other Revenue Refunds*. The decrease under *Salt Refunds* in Bombay, both as compared with the Budget and the actuals of the previous year, was due to the falling off in the Salt trade in the earlier part of the year in consequence of the famine and plague. Under *Land Revenue Refunds* the excess in Bengal (4.3) was due chiefly to the refund of the balance of an estate that had been confiscated and subsequently restored; in Madras there were large refunds of Land Revenue erroneously credited in the previous year, and in Bombay there was a special refund (1.7) in the Satara District. Under *Other Refunds* the excess was contributed by all the Provinces except Bombay, where there was a small saving. In Burma 3.2 of the excess occurred under Excise, while in the North-Western Provinces it occurred chiefly under Forests. The large decrease under Customs Refunds in Bombay (30.4) was due chiefly to drawbacks on merchandise re-exported in consequence of the dullness of trade.

## 2.—Assignments and Compensations.

		India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Land Revenue compensa- tions.	Accounts. 1896-97	5.6	2.8	...	1.6	23.0	42.2	11.0	50.7	965.4	1,102.3
	Budget . . .	3.8	2.8	...	1.6	22.6	30.6	10.5	49.9	908.7	1,090.5
	Revised . . .	3.8	2.8	...	1.6	22.7	31.1	10.8	50.4	906.8	1,091.0
	Accounts. 1897-98	3.8	2.9	1	1.6	22.4	30.8	10.9	47.6	957.7	1,077.8
Opium compensations .	Accounts. 1896-97	...	...	...	...	5	...	...	...	4.6	5.1
	Budget . . .	...	...	...	...	5	...	...	...	4.6	5.1
	Revised . . .	...	...	...	...	5	...	...	...	4.6	5.1
	Accounts. 1897-98	...	...	...	...	5	...	...	...	4.6	5.1
Salt compensations .	Accounts. 1896-97	299.2	...	...	...	2.0	...	...	48.8	4.4	354.4
	Budget . . .	306.7	...	...	...	2.0	...	...	48.8	5.0	362.5
	Revised . . .	305.7	...	...	...	2.0	...	...	48.8	4.5	361.0
	Accounts. 1897-98	304.8	...	...	...	2.0	...	...	44.9	4.6	356.3
Excise compensations .	Accounts. 1896-97	...	1.4	...	...	...	9	5	4	42.7	45.9
	Budget . . .	...	2	...	...	...	9	5	4	40.1	42.1
	Revised . . .	...	1.5	...	...	...	8	5	5	42.6	46.0
	Accounts. 1897-98	...	1.1	...	...	...	8	7	5	41.2	44.3
Customs compensations .	Accounts. 1896-97	...	...	...	...	...	...	7	14.4	7	15.8
	Budget . . .	...	...	...	...	...	...	2.0	15.0	7	17.7
	Revised . . .	...	...	...	...	...	...	3.4	14.5	7	18.6
	Accounts. 1897-98	...	...	...	...	...	...	3.4	14.4	7	18.5
Purchase of Life Pensions	Accounts. 1896-97	...	...	...	...	...	...	6	...	...	6
	Budget . . .	...	...	...	...	...	...	5	...	...	5
	Revised . . .	...	...	...	...	...	...	4	...	...	4
	Accounts. 1897-98	...	...	...	...	...	...	3	...	...	3
Miscellaneous compensa- tions.	Accounts. 1896-97	8.2	2.2	...	2.1	2.6	2.5	1.0	1.9	17.5	38.0
	Budget . . .	8.7	2.4	...	2.1	4.5	2.5	1.0	1.9	16.9	40.0
	Revised . . .	8.8	2.4	...	2.0	4.4	2.5	1.5	1.9	18.0	41.5
	Accounts. 1897-98	8.7	2.3	...	1.5	3.6	2.5	1.5	2.0	17.3	39.4
TOTAL	Accounts. 1896-97	313.0	6.4	...	3.7	28.1	45.6	13.8	116.2	1,035.3	1,562.1
	Budget . . .	319.2	5.4	...	3.7	29.6	34.0	14.5	116.0	1,036.0	1,558.4
	Revised . . .	318.3	6.7	...	3.6	29.6	34.4	16.7	116.1	1,037.2	1,562.6
	Accounts. 1897-98	317.3	6.5	1	3.1	28.5	34.1	16.8	109.4	1,026.1	1,541.7

Section A.—DIRECT DEMANDS ON THE REVENUE—*continued.*2.—Assignments and Compensations—*continued.*

	India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Excess over Budget Grant, Imperial . . .	...	9	1	...	...	7	2,3	...	4	4,4
Excess sanctioned by Imperial Government . . .	...	...	...	...	...	...	...	...	4	4
„ awaiting sanction of the Imperial Govern- ment.	...	9	1	..	...	7	2,3	...	...	4,0

56. The expenditure under this head fell short of the Budget Estimate and the actuals of the previous year by 16,7 and 20,4, respectively.

57. The saving, as compared with the Budget, occurred chiefly in Madras (6,6) and Bombay (9,9). In Madras it occurred under *Land Revenue Compensations* (2,3), owing to the non-drawal of the allowance of the Raja of Malabar in consequence of his death (9), and of the non-payment of several pensions (1,4), and under *Salt Compensations* (3,9) owing to non-payment of the compensation for suppression of earth-salt manufacture in Pudukottai. In Bombay the saving occurred chiefly under the first head, and was due to non-payment of the grant to Shahaji Raje Bhosle Akalkotkar, pending the settlement of claim to heirship (1,1), to non-payment to small inamdars and other grantees (8,1), and to saving in the adjustment on account of alienated land revenue (2,8). The saving was partly counter-balanced by an excess of 1,1 under *Excise Compensations*, due to the payment of arrears (2,1) to the Chief of Sangli, reduced by (1,0), due to non-payments to certain Native Chiefs. There was a small saving of 1,9 in India under *Salt Compensations* due to smaller payments to the Jeypore and Jodhpore States of the Royalty under the Sambhar Lake Treaty (1,2), and of compensation payable to the Kohat Chiefs. In the Central Provinces an excess of 9 under *Excise Compensations* was due to the payment of arrears of compensation for resumption of Abkari right. The increase in Punjab under *Customs Compensations* was due to the payment of claims belonging to the previous year.

58. The fall, as compared with the previous year, occurred chiefly in the North-Western Provinces (11,5), Madras (6,8), and Bombay (9,2). In the North-Western Provinces the decrease was due to the large arrear payments in 1895-97. In Madras it was due to the causes already explained, and in Bombay it occurred partly under *Land Revenue Compensations* (7,7) for reasons given above, and partly under *Excise Compensations* (1,5), due to the payment in 1896-97 of compensations for two years to the Rewa Kantha Chiefs.

## 3.—Land Revenue.

		India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Charges of District Administration.	Accounts . 1896-97 .	26,6	75,8	184,0	56,1	319,6	350,6	197,7	399,6	284,9	1,894,0
	Budget .	26,4	77,8	189,6	58,8	322,8	349,5	194,1	395,0	288,3	1,902,3
	Revised .	26,7	81,9	186,8	57,5	303,5	362,0	192,0	423,0	299,0	1,932,4
	Accounts .	26,9	82,7	187,4	57,3	307,2	364,2	192,8	431,7	295,2	1,945,4
Survey and Settle- ment.	Accounts . 1896-97 .	14,2	32,8	73,8	9,7	148,1	56,0	38,8	78,5	43,6	404,5
	Budget .	15,2	31,7	90,6	11,1	135,9	47,5	46,8	64,5	43,1	430,9
	Revised .	15,0	31,7	82,5	10,5	136,9	48,3	45,6	65,4	43,0	478,0
	Accounts .	15,2	29,5	77,3	9,1	130,7	43,7	45,1	60,2	40,8	451,6
Land Records and Agriculture.	Accounts . 1896-97 .	8,8	57,7	33,4	18,5	9,6	359,2	155,2	170,9	212,9	1,026,2
	Budget .	9,5	61,8	42,9	22,4	7,7	376,1	153,9	182,3	214,1	1,070,7
	Revised .	9,3	60,7	37,8	20,8	7,7	366,6	154,9	183,0	224,6	1,065,4
	Accounts .	9,3	64,1	38,6	19,2	7,6	366,3	156,3	180,7	220,7	1,062,8
Management of Government Estates.	Accounts . 1896-97 .	...	2	...	2	44,0	18,6	...	...	...	63,0
	Budget .	...	3	...	4	47,7	19,3	...	...	...	67,7
	Revised .	...	2	...	1	45,3	18,0	...	...	...	63,6
	Accounts .	...	3	...	1	48,2	18,1	...	...	...	66,7



Section A.—DIRECT DEMANDS ON THE REVENUE—*continued.*3.—Land Revenue—*continued.*

			India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Commission on Col- lections.	{	Accounts . 1896-97 .	2,6	1,5	140,2	14,0	...	5	...	4	2	159,4
		Budget .	2,9	1,3	141,6	13,8	...	5	...	...	1	160,2
		Revised . 1897-98 .	2,9	5	157,6	13,3	...	5	...	...	...	174,8
		Accounts .	2,1	5	154,6	13,9	...	5	...	...	1	171,7
Allowances to Dis- trict and Village Officers.	{	Accounts . 1896-97 .	...	6	...	...	...	1	7,2	328,2	134,6	470,7
		Budget .	...	...	...	...	...	1	7,4	335,5	134,7	477,7
		Revised . 1897-98 .	...	18,0	...	...	...	1	7,3	329,4	133,0	487,8
		Accounts .	...	17,7	...	...	...	1	7,3	332,3	130,1	487,5
Other Charges	{	Accounts . 1896-97 .	...	...	...	...	...	...	...	6	...	6
		Budget .	...	...	...	...	...	...	...	7	...	7
		Revised . 1897-98 .	...	...	...	...	...	...	...	5	...	5
		Accounts .	...	...	...	...	...	...	...	5	...	5
TOTAL	{	Accounts . 1896-97 .	52,2	168,6	431,4	97,5	521,3	785,0	398,9	978,2	676,2	4,109,3
		Budget .	54,0	172,9	404,7	106,5	514,1	793,0	402,2	978,0	680,3	4,166,7
		Revised . 1897-98 .	53,9	193,0	464,7	102,2	493,4	795,5	399,8	1,001,3	699,6	4,203,4
		Accounts .	53,5	194,8	457,9	99,6	493,7	792,9	401,5	1,005,4	686,9	4,186,2

		Ster- ling.	Ex- change.	TOTAL.								
England	{	Accounts . 1896-97 .	2	1	3	Total, including England.	{	Accounts . 1896-97 .	4,109,6			
		Budget .	6	4	10			Budget .	4,166,7			
		Revised . 1897-98 .	10	6	16			Revised .	4,205,0			
		Accounts .	9	5	14			Accounts .	4,187,6			

Excess over Budget Grant .	{	Imperial	...	...	...	...	19	...	...	...	...	1,9
		Provincial	...	21,9	...	...	...	...	21,4	6,7	56,0	

Excess sanctioned by Local Government	...	2,6	...	...	...	...	...	27,4	6,7	36,7
" " Imperial Government	...	19,3	...	...	...	...	...	...	...	19,3
" awaiting sanction of the Imperial Govern- ment, Imperial	...	...	...	...	1,9	...	...	...	...	1,9

Extra charges due to Famine	2	27,8	2	...	6,5	21,7	1,8	14,8	28,8	101,8
Savings under Exchange Compensation Allowance	...	1,2	9	7	4	1,6	8	1,4	1,4	8,4

59. The expenditure in India exceeded the Budget Estimate and the actuals of the previous year by 20,5 and 76,9, respectively. The excess over the Estimate occurred chiefly under *Charges of District Administration* (43,1), due mainly to indirect famine expenditure and larger payments of *Commission on Collections* (13,0) in Burma, owing to the growth of revenue not having been fully allowed for, counterbalanced by savings (34,8) under *Survey and Settlement*. The excess over the previous year was spread over all the heads except *Survey and Settlement*, where there was a decrease of 42,9.

60. Under *Charges of District Administration*, the excess of 43,1 was chiefly contributed by the North-Western Provinces (14,7), Madras (36,7), Bombay (6,9), and the Central Provinces (4,9), counterbalanced by savings in the other Provinces except India, where there was a petty excess. The excesses were generally due to additional expenditure necessitated by the famine. In the North-Western Provinces the entertainment of temporary establishment in connection with the acquisition of land for Canal and Railway purposes, accounted for a portion (6) of the excess, and in Madras a large portion (23,6) was due to fees for searches in Registration Offices in connection with the grant of loans under the Land Improvement and Agriculturists' Loans Acts in districts affected by famine, and in Madras for reclamation of lands under the Periyar works. The savings in Burma (4,5), Assam (1,5), and the Punjab (1,3) occurred chiefly under Salaries and Allowances, and were due to the absence of officers on leave and a lower rate of Exchange Compensation Allowance. In Burma the saving was counterbalanced to the extent of 2,3 by excess expenditure under Survey establishment. The saving in Bengal (15,6) is nominal, being due to a change in the method of adjusting fees realized on travelling account of partition, which are now deducted from expenditure under this head instead of being credited as receipts. Disregarding this there was an excess of 1,2 under Salaries, of 3,9 under Allowances due chiefly to the payment of grain compensation allowances, and of 2,4 under Supplies and Services

Section A.—DIRECT DEMANDS ON THE REVENUE—*continued.*3.—Land Revenue—*continued.*

and Contingencies, counterbalanced by a saving of 3,2 in Record Room charges. The variations, as compared with the previous year, are mainly due to the causes explained above.

61. Under *Survey and Settlement* the saving in most of the Provinces was due partly to less charges for professional Surveys; in Burma 7,0 of the saving was due to partial or entire postponement of Settlement Operations and Departmental Surveys in certain districts; in the North-Western Provinces the Settlement Operations were not as extensive as anticipated. In Punjab the saving (1,7) was the result of a saving of 5,7, due partly to over estimate and partly to delay in the commencement of Settlement Operations in the Muzaffargarh district, and an excess of 4,1 due to the creation of the appointment of Settlement Commissioner. In Bombay the saving was due to less expenditure under Supplies and Services on account of Cadastral Maps and to larger recoveries of contributions from Native States for Foreign service, which are deducted from charges, counterbalanced by an increase under professional surveys, due chiefly to a lump deduction ordered in the Estimate by the Government.

62. Under *Land Records and Agriculture* the saving amounted to 7,9. The excess of 2,3 in the Central Provinces and of 2,4 in the Punjab occurred in the Patwari Fund expenditure, due in the former case to famine, and in the latter to no provision having been made for the Chenab Colony Fund. The excess of 6,6 in Bombay was due mainly to temporary famine establishments (2,1), and plague establishments (5), for which no provision was made; to increased travelling charges of Circle Inspectors (1,4), and to payment of grain compensation (4,0). These increases were partly counterbalanced by a saving of 9, chiefly in salaries, and 1,6 due to the establishment of tapedars and kotwars having been below the sanctioned scale. The principal savings occurred in Burma (4,3), due to provision for the supplementary survey of the Minbu and Sagaing districts having been only partially utilized. In Assam there was a saving of (3,2) due chiefly to the establishment of District Mandals and Kanungoes having been below sanctioned strength (2,4), and to the appointment of second Superintendent not having been filled up. In the North-Western Provinces the saving was (9,8) due chiefly to savings in the pay and allowances of Patwaris and Kanungoes. An increase of 3,9 in establishment charges consequent on famine has been counterbalanced by savings. In Madras the Estimate is usually pitched high. The excess over the actuals of the previous year in the Central Provinces, Punjab, and Bombay were chiefly due to the causes explained above.

63. The excess under *Commission on Collections* occurred in Burma (13,0), and was due partly to sufficient allowance not having been made for growth of revenue, and partly (1,4) to the deputation of an officer in connection with the question of the administration of inland fisheries in the Irrawaddy Division. The lower figure of the previous year was due partly to agricultural distress and partly to less collection of revenue. The decrease in the Central Provinces was due to remissions and suspensions of arrears of revenue owing to famine.

64. Under *Allowances to District and Village Officers* the excess occurred in the Central Provinces, and represents remunerations of kotwars (13,8) and grain compensation allowance (3,9) in consequence of famine, for which no provision was made. In Madras the Estimate was pitched too high, and in Bombay the allowances were not fully claimed during the year, and the adjustments on account of alienated lands were less than the Estimate.

65. In England the excess was due to *Law Charges* in connection with appeals from India being larger than was anticipated.

## 4.—Opium.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	Bengal—			
6,4	Behar Agency, Superintendence . . . . .	5,6	5,6	5,4
41,7	" Opium Factory . . . . .	60,7	44,0	44,2
44,0	" District Staff . . . . .	44,7	44,0	44,5
861,9	" Payments to Cultivators . . . . .	969,0	777,3	796,3
7,4	Benares Agency, Superintendence . . . . .	7,4	7,5	7,8
41,6	" Opium Factory . . . . .	55,2	44,1	44,1
72,9	" District Staff . . . . .	74,2	76,3	75,9
1,402,9	" Payments to Cultivators. . . . .	1,431,0	1,359,0	1,360,9
2,5	Other Charges . . . . .	2,2	2,2	2,3
1,3	India . . . . .	1,4	1,3	1,3
2,6	Bombay . . . . .	2,6	3,5	3,5
2,485,2	TOTAL . . . . .	2,654,0	2,364,8	2,386,2
9	England . . . . .	4	2,0	1,9
6	Exchange . . . . .	3	1,1	1,0
2,486,7	GRAND TOTAL . . . . .	2,654,7	2,367,9	2,389,1



## Section A.—DIRECT DEMANDS ON THE REVENUE—continued.

## 4.—Opium—continued.

66. The Indian expenditure showed a saving in comparison with the Budget Estimate, and the actuals of the previous year of 267,8 and 99,0, respectively. As usual these variations were the results mainly of variations in the outturn of the crop, which in the year under review amounted to 85,176 maunds against 100,000 maunds in the Estimate, and 87,281 maunds the actual production of the previous year. The *Payments to Cultivators*, which form the bulk of the charges, fell short of the Estimates in both Agencies. Under *Opium Factory* the savings in both Agencies were due to less freight and manufacturing charges. The higher expenditure, as compared with the actuals of the previous year, in the Behar Agency, was due to larger payments for timber, and in the Benares Agency to higher manufacturing charges. Under *District Staff* the excess in the Benares Agency was due chiefly to payment of grain compensation (8) and to higher travelling charges (6). The excess over the actuals of the previous year occurred chiefly in transit and weightment charges. The excess of 9 in Bombay was due to the payment of the privilege leave allowance of the Opium Agent, Benares. This excess was covered by re-appropriation sanctioned by the Government of India.

67. The excess in England was due to larger demands than anticipated for stores. The extra expenditure due to famine is estimated at 2,5. The saving under Exchange Compensation Allowance amounted to 7.

## 5.—Salt.

		India.	Burma.	Bengal.	Madras.	Bombay.	TOTAL.
Salaries, Establishment, and Contingencies.	Accounts . 1896-97 . .	86,9	4	5,1	177,9	127,7	398,0
	Budget . .	88,6	7	25,2	195,8	134,1	444,4
	Revised . . 1897-98 . .	80,0	7	14,6	148,7	135,4	379,4
	Accounts . .	80,8	6	14,8	151,0	135,8	383,0
Manufacture and Excavation.	Accounts . 1896-97 . .	30,4	...	...	...	...	30,4
	Budget . .	38,7	...	...	...	...	38,7
	Revised . . 1897-98 . .	25,0	...	...	...	...	25,0
	Accounts . .	22,4	...	...	...	...	22,4
Purchase and Freight.	Accounts . 1896-97 . .	...	...	...	52,4	42,3	94,7
	Budget . .	...	...	...	45,1	41,5	86,6
	Revised . . 1897-98 . .	...	...	...	31,0	35,6	66,6
	Accounts . .	...	...	1,7	29,8	30,1	67,6
Total India . .	Accounts . 1896-97 . .	117,3	4	5,1	230,3	170,0	523,1
	Budget . .	127,3	7	25,2	240,9	175,6	569,7
	Revised . . 1897-98 . .	105,0	7	14,6	179,7	171,0	471,0
	Accounts . .	103,2	6	16,5	180,8	171,9	473,0
		Ster-ling.	Ex-change.	TOTAL.			
England . .	Accounts . 1896-97 . .	2	1	3	Grand Total, including Eng-land.	Accounts . 1896-97 . .	523,4
	Budget . .	3	2	5		Budget . .	570,2
	Revised . . 1897-98 . .	6	3	9		Revised . . 1897-98 . .	471,0
	Accounts . .	5	3	8		Accounts . .	473,8
Extra charges due to Famine . . . . .		7	...	3	9	6,7	8,6
Excess or Savings under Exchange Com- pensation Allowance . . . . .		-3	...	+1	-5	-4	-1,1

68. The Indian expenditure, as compared with the Budget Estimate and the actuals of the previous year, showed savings of 96,7 and 50,1, respectively. The savings, compared with the Budget, occurred chiefly in Madras (60,1) due to over-estimate under *Salaries, Establishment and Contingencies* and *Purchase and Freight*. In India there was a saving of 24,1, of which 7,8 occurred under the first minor head, and was due to less outlay on petty construction and repairs (2,6) and to less expenditure on Preventive establishment (5,3), due partly to reductions in the Indus preventive line, and 16,3 under *Manufacture and Excavation* due to smaller demands for salt, chiefly in Sambhar, Didwana, and Pachbudra. Bengal contributed 8,7 of the saving and Bombay 3,7, the former due partly to savings in the provision for the new Preventive establishment, and partly (4,0) to the provision for Steam Launches for that establishment not having been utilized, and the latter to less expenditure under *Purchase and*

Section A.—DIRECT DEMANDS ON THE REVENUE—*continued.*5.—Salt—*continued.*

*Freight* owing to slackness of trade, counterbalanced by payment of grain compensation, and of 1,2 to the Bombay, Baroda and Central India Railway Company on account of Government share of the cost of construction of a platform and siding at Bhynder railway station. The saving in Madras, as compared with the previous year, was chiefly due to less expenditure on *Purchase of Salt and Freight* and the transfer to Bengal of the Orissa Salt Department, and which also accounts for the increase in Bengal.

69. The excess in England was due to larger demands for stores than anticipated.

## 6.—Stamps.

		India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras	Bom- bay.	TOTAL.
Superintendence, Es- tablishments and Contingencies.	Accounts . 1896-97	...	...	...	...	8,4	...	...	2,4	5,8	16,6
	Budget .	...	...	...	...	8,3	...	...	2,4	5,7	16,4
	Revised . 1897-98	...	...	...	...	7,6	...	...	2,2	5,7	15,5
	Accounts .	...	...	...	...	8,0	...	...	2,3	5,8	16,1
Charges on sale of Stamps, including discount.	Accounts . 1896-97	1,6	2,1	3,2	1,8	25,4	6,0	13,0	17,1	10,2	80,4
	Budget .	1,6	2,0	3,5	1,8	25,2	6,2	12,4	17,4	10,8	80,9
	Revised . 1897-98	1,5	2,0	3,6	1,8	24,8	6,6	13,1	18,4	9,8	81,6
	Accounts .	1,4	2,0	3,6	1,8	25,8	6,9	12,7	18,0	9,7	81,9
Stamps supplied from Central Stores.	Accounts . 1896-97	-82,2	4,5	1,3	2,2	33,7	9,0	8,5	12,7	10,3	...
	Budget .	-90,6	4,6	1,3	2,4	36,7	9,0	8,6	15,0	13,0	...
	Revised . 1897-98	-90,5	4,4	1,7	1,6	36,1	14,5	9,0	12,0	11,2	...
	Accounts .	-88,6	4,2	1,2	1,9	34,6	15,0	8,1	14,0	9,6	...
TOTAL	Accounts . 1896-97	-80,6	6,6	4,5	4,0	67,5	15,0	21,5	32,2	26,3	97,0
	Budget .	-89,0	6,6	4,8	4,2	70,2	15,2	21,0	34,8	29,5	97,3
	Revised . 1897-98	-89,0	6,4	5,3	3,4	68,5	21,1	22,1	32,6	20,7	97,1
	Accounts .	-87,2	6,2	4,8	3,7	68,4	21,9	20,8	34,3	25,1	98,0
		Ster- ling.	Ex- change.	TOTAL.							
England	Accounts . 1896-97	40,8	27,0	67,8	Total, including England. { Accounts . 1896-97						164,8
	Budget .	29,8	19,7	49,5							146,8
	Revised . 1897-98	34,6	19,4	54,0							151,1
	Accounts .	35,8	20,2	56,0							154,0
Excess over Budget Grant . { Imperial		1,8	...	...	...	...	1,7	...	...	...	3,5
Provincial		...	...	...	...	...	5,0	...	...	...	5,0
Excess sanctioned by Local Government .		...	...	...	...	...	7	...	...	...	7
" awaiting sanction of the Imperial .		1,8	...	...	...	...	1,7	...	...	...	3,5
Imperial Government . { Provincial		...	...	...	...	...	4,3	...	...	...	4,3

70. The actuals agree closely with the Budget, there being an excess of only 7 on the whole. This occurred under *Charges on Sale of Stamps, including discount* in Bengal (6), Punjab (3), and Madras (6), and was due to large sales of stamps, and in the North-Western Provinces (7) due to freight and other contingencies connected with water-marked paper, the use of which was introduced into the Province during the year. These excesses were counterbalanced to the extent of 1,1 by savings in Bombay owing to smaller issues of stamps of low denominations on which alone discount is allowed. Under *Stamps supplied from Central Stores* the variations in the Central Provinces (4), Assam (5), Bengal (2,1), and Punjab (5) were due to over-estimates; the increase in Madras (1,0) due to a change in the method of calculating the value of stamps issued.

71. The excess in England was due to the demand having been larger than was anticipated.



Section A.—DIRECT DEMANDS ON THE REVENUE—*continued.*

## 7.—Excise.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
CHARGES OF COLLECTION—				
2,7	India . . . . .	2,8	2,4	2,4
5,0	Central Provinces . . . . .	7,8	5,2	5,0
16,4	Burma . . . . .	17,7	19,2	19,2
6	Assam . . . . .	9	5	5
69,6	Bengal . . . . .	71,3	66,9	67,4
5,6	N.-W. Provinces and Oudh . . . . .	6,2	5,8	5,8
5,5	Punjab . . . . .	5,3	5,4	5,4
70,7	Madras . . . . .	62,8	97,2	99,3
36,4	Bombay . . . . .	36,4	36,2	35,3
212,5	TOTAL . . . . .	211,2	238,8	240,3
2	England . . . . .	1	2	1
2	Exchange . . . . .	1	1	1
212,9	TOTAL . . . . .	211,4	239,1	240,5

	India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras	Bom- bay.	TOTAL.
Excess over Budget Grant . . . . .	...	...	8	...	...	...	...	27,3	...	28,1
Excess sanctioned by Local Government . . . . .	...	...	1,5	...	...	...	1	34,8	...	36,4
„ awaiting sanction of the Imperial Government. } Imperial . . . . .	...	...	...	...	...	...	...	1,7	...	1,7
Extra charges due to Famine . . . . .	...	...	...	...	1,2	...	1	...	4	1,7
Excess or Savings under Exchange Compensation Allowance . . . . .	...	...	...	...	—1	...	...	+2	—1	...

72. The Indian expenditure exceeded the Budget Estimate by 29,1 and the actuals of the previous year by 27,8. The excess occurred chiefly in Madras (36,5 and 28,6, respectively), and was chiefly nominal, being due to a change in the distribution of the charges between Salt and Excise sanctioned after the Budget was framed. The excess due to this cause was covered by re-appropriation sanctioned by the Local Government. Burma contributed 1,5 of the excess due to higher payments under rewards, owing to rigorous measures taken for the suppression of illicit trade. The saving in the Central Provinces was due chiefly to the construction of certain distilleries not having been undertaken during the year (2,0), and partly to petty saving under District Executive Establishments. In Bengal the saving occurred under contingencies (6,7), counterbalanced by higher charges under supplies and services (1,2), and under District Executive Establishment (2,9), chiefly under travelling and grain compensation allowances.

## 8.—Provincial Rates.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts
ESTABLISHMENT AND OTHER CHARGES—				
5,0	Burma . . . . .	5,5	5,2	5,1
3	Assam . . . . .	3	3	3
41,5	Bengal . . . . .	41,3	40,0	39,4
8	N.-W. Provinces and Oudh . . . . .	9	9	9
5	Punjab . . . . .	5	9	1,0
6,2	Bombay . . . . .	6,1	5,8	5,8
54,3	TOTAL . . . . .	54,6	53,1	52,5

73. The charges were less than the Budget Estimate and the actuals of the previous year by 2,1 and 1,8, respectively. The saving occurred chiefly in Bengal (1,9), and was due to a smaller outlay on re-valuation work. The excess (5) in Punjab is due to the charge to this head of the unpaid portion of Patwaris' share of mutation fees, which have been credited to Revenue Deposits for future payment. This excess requires to be sanctioned.

Section A.—DIRECT DEMANDS ON THE REVENUE—*continued*.

## 9.—Customs.

		Burma.	Bengal.	Madras.	Bombay.	TOTAL.
Charges at the principal Ports of Rangoon, Calcutta, Madras, Bombay.	Accounts . 1896-97 . .	16,5	71,7	12,4	69,2	169,8
	Budget . .	16,7	75,7	12,2	70,9	175,5
	Revised . .	19,8	74,0	12,4	69,7	175,9
	Accounts . .	19,7	74,7	12,2	69,9	176,5
Charges at other Ports.	Accounts . 1896-97 . .	7,0	4,3	10,9	11,4	33,6
	Budget . .	7,1	4,3	12,3	11,5	35,2
	Revised . .	7,4	4,0	10,9	11,6	33,9
	Accounts . .	7,7	4,3	11,3	11,6	34,9
TOTAL	Accounts . 1896-97 . .	23,5	76,0	23,3	80,6	203,4
	Budget . .	23,8	80,0	24,5	82,4	210,7
	Revised . .	27,2	78,0	23,3	81,3	209,8
	Accounts . .	27,4	79,0	23,5	81,5	211,4
Excess over Budget Grant { Imperial . . . . .		...	...	...	...	...
Provincial . . . . .		3,6	...	...	...	3,6
Excess sanctioned by Local Government . . . . .		3,6	...	...	...	3,6
Extra charges due to Famine . . . . .		...	4	...	9	1,3
Savings under Exchange Compensation Allowance . . . . .		..	4	...	3	7

74. The expenditure exceeded the Budget Estimate by 7 and the actuals of the previous year by 8,0. The excess over the Budget occurred chiefly in Burma (3,6), and was due mainly to a change in the system of treating over-time fees earned by Customs establishment. These fees were formerly paid direct to the officers who earned them, but since June 1897 have been credited as Miscellaneous Customs Revenue, the payments made against them being charged under this head. There was a corresponding increase under VII.—Customs. The saving in Bengal was due to the establishment being below the sanctioned strength. In Madras the provision for establishment at *Other Ports* was not fully utilized. In Bombay the decrease was due to absence of officers and to lower payments of rewards in the Presidency Division.

## 10.—Assessed Taxes.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
1	India . . . . .	1	1	1
1	Central Provinces . . . . .	1	1	1
2,4	Burma . . . . .	3,5	3,3	3,3
2 <sup>00</sup>	Assam . . . . .	2	2	2
18,2	Bengal . . . . .	19,3	19,0	19,0
2	N.-W. Provinces and Oudh . . . . .	2	2	2
1,2	Punjab . . . . .	1,2	1,2	1,2
2,6	Madras . . . . .	2,7	2,7	2,8
5,3	Bombay . . . . .	5,4	5,4	5,4
30,3	TOTAL	32,7	32,2	32,3

75. The expenditure showed a saving of 4 as compared with the Budget Estimate, and exceeded that of the previous year by 2,0. The excess over the previous year in Burma was due to the introduction of the Income Tax Act into Mandalay town with effect from April 1897. In Bengal it was due to higher establishment charges in the year under review. The saving of 3 in Bengal, as compared with the Budget, occurred under Allowances. The small excess of 1 in Madras has been sanctioned by the Local Government.



## Section A.—DIRECT DEMANDS ON THE REVENUE—continued.

## II.—Forest Expenditure.

			India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.	
General Direction	{	Accounts . 1896-97	7.7	...	...	...	...	...	...	...	...	7.7	
		Budget .	7.8	...	...	...	...	...	...	...	...	7.8	
		Revised .	7.7	...	...	...	...	...	...	...	...	7.7	
		Accounts . 1897-98	8.2	...	...	...	...	...	...	...	...	8.2	
Conservancy and Works—													
Timber and other produce removed from the Forests by Government Agency.	{	Accounts . 1896-97	27.9	2.9	66.2	4	23.7	22.2	27.5	20.2	51.6	242.6	
		Budget .	17.3	4.6	66.7	5.3	18.2	23.0	36.5	22.8	57.9	252.3	
		Revised .	15.9	3.6	64.9	5	20.3	19.8	30.3	18.4	59.4	233.1	
		Accounts . 1897-98	23.1	3.5	65.7	4	19.5	19.7	31.0	18.1	60.9	241.9	
Timber and other produce removed from the Forests by consumers or purchasers.	{	Accounts . 1896-97	...	11.6	2.1	2.8	5.7	3.3	3	9.8	4.3	39.9	
		Budget .	...	12.9	2.3	3.0	6.5	3.4	2	9.8	4.8	42.9	
		Revised .	...	10.5	2.5	6	5.1	2.0	1	9.5	4.1	34.4	
		Accounts . 1897-98	...	9.9	2.2	5	5.3	1.9	1	9.0	4.0	32.9	
Other Charges	{	Accounts . 1896-97	7.6	28.0	60.1	7.6	10.9	25.5	13.3	48.3	41.7	243.0	
		Budget .	9.3	26.4	63.9	8.7	14.3	30.1	13.4	60.6	50.4	283.1	
		Revised .	6.8	22.1	67.9	8.7	8.1	29.3	13.4	52.3	49.6	258.2	
		Accounts . 1897-98	6.4	22.7	62.9	7.8	10.4	29.0	13.0	48.7	43.5	244.4	
Establishment	{	Accounts . 1896-97	18.6	52.6	84.5	17.4	28.7	39.6	31.2	75.2	99.3	447.1	
		Budget .	19.2	53.1	98.5	19.0	31.7	43.5	33.5	79.3	104.1	486.9	
		Revised .	18.3	53.8	91.3	20.2	29.0	40.9	33.4	79.8	98.9	470.6	
		Accounts . 1897-98	17.9	56.0	88.9	20.2	30.1	41.2	33.1	81.5	98.9	467.8	
TOTAL	{	Accounts . 1896-97	61.8	95.1	212.9	28.2	69.0	90.6	72.3	153.5	196.9	980.3	
		Budget .	53.6	102.0	231.4	36.0	70.7	100.0	83.6	172.5	223.2	1,073.0	
		Revised .	48.7	95.0	226.6	30.0	62.5	92.0	77.2	160.0	212.0	1,004.0	
		Accounts . 1897-98	55.6	92.1	219.7	28.9	65.3	91.8	77.2	157.3	207.3	995.2	
England	{	Accounts . 1896-97	8.2	5.4	13.6	Total, including England.						Accounts . 1896-97	993.9
		Budget .	1.9	1.2	3.1							Budget .	1,070.1
		Revised .	7.1	4.0	11.1							Revised .	1,015.1
		Accounts . 1897-98	4.2	2.3	6.5							Accounts . 1897-98	1,001.7
Excess over Budget Grant . Imperial													
			2.0	...	...	...	...	...	...	...	...	2.0	
Excess sanctioned by Imperial Government													
			5	...	...	...	...	...	...	...	...	5	
" " " Local													
			3	...	...	...	...	...	...	...	...	3	
" awaiting sanction of the Imperial Government													
			1.2	...	...	...	...	...	...	...	...	1.2	
Extra charges due to Famine													
			...	3.8	1	...	5	2	2	3	19.4	24.5	
Savings under Exchange Compensation Allowance													
			3	7	1.3	4	...	4	2	5	7	4.5	

76. The Indian expenditure showed a saving, as compared with the Budget Estimate, of 77.8, and an excess over the actuals of the previous year of 14.9. The saving is spread over all the Provinces except India, where there was an excess due mainly to charges in England in connection with Padouk timber sold in the London market, 1,131 tons having been sold against an expected sale of 500 tons.

77. Under *Timber, etc., removed by Government Agency* the excess in India has been explained above, but was also due to a small extent to extra charges for cartage of timber from Coorg for the Ordnance Department, Madras. In Bengal the number of sleepers cut exceeded the estimate. In Bombay the excess was due to large payments of arrears and to expenditure on special famine grass operations. The savings in the Central Provinces and Madras were chiefly due to departmental operations having been retarded by famine; in the latter Province it was partly due to over-estimate. In Assam it was due to the suspending of departmental operations after the earthquake, which rendered cart-roads useless and the rivers unserviceable for floating purposes. In the North-Western Provinces the saving was due to smaller demands from the Military Works and Commissariat Departments, and to a delay in cutting fuel; and in Punjab to a scarcity of skilled sawyers and to unfavourable seasons for sleeper works and rafting purposes, and to smaller demands from Railways. Under *Timber, etc., removed by Consumers or*

Section A.—DIRECT DEMANDS ON THE REVENUE—*concluded.*II.—Forest Expenditure—*continued.*

*Purchasers*, the saving, which was contributed to by all the Provinces, was due chiefly to the reorganization of the subordinate Forest and Depôt Establishment.

78. The saving occurred chiefly under *Other Charges* (38,7). The largest savings were in Madras (11,9) and Bombay (12,9). The former was due mainly to a large provision for extension and improvement, chiefly in connection with the Survey of India parties, which was not worked up to. In Bombay the provision for the erection of forest boundary marks by famine labour was not fully utilized, and certain works provided for were not carried out. These savings were counterbalanced to the extent of 3,0 by the transfer to this head of charges of grain compensation allowance provided for under *Establishment*. The savings in the other Provinces were chiefly due to works of construction and forest improvement not having been carried out to the extent proposed. Under *Establishment* the saving amounted in the aggregate to 19,1, and was spread over all the Provinces except Assam and Madras, where the effect of the reorganization of the subordinate establishment was not fully provided for. In the other Provinces the saving was due chiefly to the absence of officers on leave, to lower rates of exchange compensation, and to full effect not having been given to the reorganization scheme. In Bombay the saving, due to absence of officers and the low rate of exchange compensation allowance, was augmented by the transfer of charges on account of grain compensation referred to above. The excess over the previous year (20,7) was mainly due to the reorganization of the subordinate Forest Establishments, and to variations in the number and class of officers on duty.

79. The excess in England was due to a larger demand for stores from Bombay.

## 12.—Registration.

			India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bom- bay.	TOTAL.
Superintendence	Accounts . 1896-97	•	...	9	...	...	5,1	1	...	3,1	8	10,0
	Budget .	•	...	1,2	...	...	5,7	1	...	4,0	8	11,8
	Revised .	•	...	9	...	...	5,1	1	...	3,3	8	10,2
	Accounts .	•	...	9	...	...	5,2	1	...	3,0	8	10,0
District Charges	Accounts . 1896-97	•	6	3,6	3,1	2,8	80,1	21,2	12,3	78,1	29,0	230,8
	Budget .	•	6	3,7	3,7	3,1	81,6	21,8	11,0	82,0	20,2	236,7
	Revised .	•	6	3,9	3,6	3,0	82,4	21,1	13,4	79,2	28,4	235,6
	Accounts .	•	6	3,9	3,3	2,9	85,6	20,9	12,9	80,0	27,8	237,9
TOTAL	Accounts . 1896-97	•	6	4,5	3,1	2,8	85,2	21,3	12,3	81,2	29,8	240,8
	Budget .	•	6	4,9	3,7	3,1	87,3	21,9	11,0	86,0	30,0	248,5
	Revised .	•	6	4,8	3,6	3,0	87,5	21,2	13,4	82,5	29,2	245,8
	Accounts .	•	6	4,8	3,3	2,9	90,8	21,0	12,9	83,0	28,6	247,9
Excess over Budget Grant	Imperial	•	...	...	...	...	1,8	...	9	...	...	2,7
	Provincial	•	...	...	...	...	1,7	...	1,0	...	...	2,7
Excess sanctioned by Local Government												
" awaiting sanction of the	Imperial	•	...	...	...	...	1,7	...	...	...	...	1,7
	Imperial Government	•	...	...	...	...	1,8	...	9	...	...	2,7
	Provincial	•	...	...	...	...	...	...	1,0	...	...	1,0
		•	...	...	...	...	...	...	...	...	...	...
Extra charges due to Famine												
		•	...	1	...	...	1,6	...	...	1	1	1,9

80. The charges were less than the Budget Estimate by 6, and exceeded those of the previous year by 7,1. The saving, as compared with the Budget, was the result of excesses in Bengal (1,5) and Punjab (1,9), and savings in all the other Provinces, chiefly in the North-Western Provinces (9), Madras (3,0), and Bombay (1,4). The above excesses were, in both Provinces, due to the expansion of the operation of the department, to which cause the excess over the actuals of the previous year was also due. The saving in the North-Western Provinces occurred under commission to Sub-Registrars. In Madras the saving under the first head was due to the abandonment of the scheme for the revision of the Registration Manual, and to less travelling and contingent charges, and under the second head it was due to an over-estimate (3,1), counterbalanced by increased payment of commission and salaries due to the larger receipts in consequence of famine, and to the grant of privilege leave respectively (1,1), and in Bombay the saving was due to a falling off of revenue.



## Section B.—INTEREST.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
1,082,6	RECEIPTS . . . . .	841,3	868,9	872,2

81. The receipts in this section show an excess of 30,9 over the Budget Estimate, and a falling off of 210,4 as compared with the actuals of the previous year. Of the improvement, as compared with the Budget, 7,7 occurred in India, and was due to an increase of 3,3 on account of *Interest on Loans to Municipal and other Public Corporations*, and of 4,1 under *Other Items* on account of interest on arrears of Revenue and special advances to the Banks of Bengal and Bombay. The increase of 15,2 in England, excluding exchange, was due to the investment of the cash balance at a higher rate of interest during a portion of the year.

82. The decrease of 210,4 as compared with the actuals of the previous year was chiefly due to the adjustment of the premium on loans in India in 1896-97, and to the larger investment of cash balance at a higher rate of interest during that year in England.

## XII.—Interest.

		India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
On Loans to Native States.	Accounts . 1896-97 .	2	...	...	...	...	...	...	...	...	2
	Budget .	4	...	...	...	4,2	...	...	...	...	4,6
	Revised . 1897-98 .	5	...	...	...	5,6	...	...	...	...	6,1
	Accounts .	5	...	...	...	2,4	...	...	...	...	2,9
To Presidency Cor- porations.	Accounts . 1896-97 .	...	...	...	...	157,2	...	...	26,9	137,9	322,0
	Budget .	...	...	...	...	155,2	...	...	28,2	137,6	321,0
	Revised . 1897-98 .	...	...	...	...	155,2	...	...	28,1	137,6	320,9
	Accounts .	...	...	...	...	155,2	...	...	28,2	137,5	320,9
To Municipal and other Public Corpor- ations.	Accounts . 1896-97 .	13,5	3,9	1,4	1	12,4	31,6	14,2	4,0	14,5	95,6(a)
	Budget .	8,5	4,3	1,2	...	14,0	34,5	15,5	4,0	14,5	96,5
	Revised . 1897-98 .	10,0	4,2	1,1	...	10,8	34,5	15,0	5,5	15,1	96,2
	Accounts .	10,0	4,2	1,1	...	13,9	34,7	15,9	5,4	14,6	99,8
To Landholders and other Notabilities.	Accounts . 1896-97 .	4	...	...	...	3,1	1	6	1	2	4,5
	Budget .	3	...	...	...	3,0	1	5	...	1	4,0
	Revised . 1897-98 .	7	...	...	...	3,0	1	5	...	3	4,6
	Accounts .	8	...	...	...	2,9	1	5	...	1,2	5,5
On Advances to Cul- tivators and Ad- vances under Special Laws.	Accounts . 1896-97 .	1,0	4,3	2,7	...	4,3	3,8	8,9	11,7	10,0	46,7
	Budget .	1,3	6,0	2,3	...	11,4	5,8	10,6	13,7	14,1	65,2
	Revised . 1897-98 .	1,0	5,3	3,0	...	13,1	10,3	10,1	14,0	16,1	72,9
	Accounts .	8	3,6	2,9	...	11,0	11,2	9,3	11,6	15,3	65,7
On Currency Invest- ment.	Accounts . 1896-97 .	285,6	...	...	...	...	...	...	...	...	285,6
	Budget .	298,4	...	...	...	...	...	...	...	...	298,4
	Revised . 1897-98 .	298,4	...	...	...	...	...	...	...	...	298,4
	Accounts .	298,4	...	...	...	...	...	...	...	...	298,4
On Securities of Provincial Funds.	Accounts . 1896-97 .	...	4	...	...	1,4	1,9	1	4,3	6,1	14,2
	Budget .	...	4	...	1	1,3	2,3	1	4,3	5,9	14,4
	Revised . 1897-98 .	...	4	...	1	1,5	2,3	1	4,5	5,9	14,8
	Accounts .	...	4	...	1	1,5	2,2	1	4,8	6,0	15,1
On Overdrawn Capital of Rail- way Companies in India.	Accounts . 1896-97 .	13,4	...	...	...	...	...	...	...	...	13,4
	Budget .	17,1	...	...	...	...	...	...	...	...	17,1
	Revised . 1897-98 .	15,7	...	...	...	...	...	...	...	...	15,7
	Accounts .	16,5	...	...	...	...	...	...	...	...	16,5
Other Items .	Accounts . 1896-97 .	118,1	...	...	1	9,8	1	1	2,1	3	130,6
	Budget .	6	...	...	1	8,4	1	...	2,2	4	11,8
	Revised . 1897-98 .	4	...	...	1	8,5	1	...	2,8	9	12,8
	Accounts .	1,0	...	...	...	9,9	1	1	3,8	1,0	15,9
TOTAL	Accounts . 1896-97 .	432,2	8,6	4,1	2	188,2	37,5	23,9	49,1	169,0	912,8
	Budget .	326,6	10,7	3,5	2	197,5	42,8	26,7	52,4	172,6	833,0
	Revised . 1897-98 .	326,7	9,9	4,1	2	197,7	47,3	25,7	54,9	175,9	842,1
	Accounts .	328,0	8,2	4,0	1	196,8	48,3	25,9	53,8	175,6	840,7

(a) 1,0 on account of Interest on advances to Siladar Cavalry Regiment was transferred to this head from Other Items.

Section B.—INTEREST—*continued.*XII.—Interest—*continued.*

		Ster- ling.	Ex- change.	TOTAL.		
England—Invest- ment of Cash Bal- ances, etc.	Accounts . 1896-97 .	102,2	67,6	169,8	} Total, including England .	{ 1,082,6 841,3 868,9 872,2
	Budget .	5,0	3,3	8,3		
	Revised . } 1897-98 .	17,0	9,5	26,5		
	Accounts .	20,2	11,3	31,5		

83. As explained in previous reports, the receipts under this head in India arise from the Paper Currency Investment and from loans granted by Government to Municipalities and other public bodies, Native States and cultivators. No alteration has been made in the Paper Currency investment during the year. The interest on the investment of the nominal value of 2,048,7 made during 1896-97 did not become due till 30th June 1897, as explained in last year's report, thus increasing the interest realized and credited in the year under report. The following statement shows the balances of the different kinds of loans during the last five years:—Owing to the amalgamation of Upper and Lower Burma, the balances of loan under Mofussil Municipalities (5,1) and under Advances to Cultivators (29,8) in Upper Burma on 31st March 1897 have been transferred from Imperial to Provincial Advance and Loan Account, hence the reduction in the balances under these loans in the Imperial section of the statement on the 31st March 1898:

	31st March 1894.	31st March 1895.	31st March 1896.	31st March 1897.	31st March 1898.
<b>IMPERIAL ADVANCES AND LOAN ACCOUNT.</b>					
Native States . . . . .	51,4	44,7	68,3	69,5	73,2
Presidency Corporations, including Port Trusts . . . . .	7,855,4	7,777,9	7,762,3	7,720,1	7,669,9
Mofussil Municipalities . . . . .	43,6	48,4	45,3	41,2	36,1
Landholders and others . . . . .	87,1	75,8	75,4	74,7	74,9
District and Local Fund Committees . . . . .	67,6	87,1	166,7	172,2	173,8
Advances to Cultivators . . . . .	86,5	61,0	51,3	56,7	26,6
<b>TOTAL . . . . .</b>	<b>8,191,6</b>	<b>8,094,9</b>	<b>8,169,3</b>	<b>8,134,4</b>	<b>8,054,5</b>
<b>PROVINCIAL ADVANCES AND LOAN ACCOUNT.</b>					
Mofussil Municipalities . . . . .	1,350,0	1,581,0	1,776,9	1,802,6	1,892,4
Port Funds . . . . .	233,1	226,9	220,4	218,1	213,1
District and Local Fund Committees . . . . .	67,1	72,1	82,6	87,2	77,6
Landholders and others . . . . .	85,2	79,2	33,6	37,0	46,9
Advances under Special Laws . . . . .	221,4	213,3	200,6	186,9	225,0
Advances to Cultivators . . . . .	878,7	934,2	956,7	1,768,5	2,233,8
<b>TOTAL . . . . .</b>	<b>2,835,5</b>	<b>3,106,7</b>	<b>3,270,8</b>	<b>4,100,3</b>	<b>4,688,8</b>
<b>GRAND TOTAL . . . . .</b>	<b>11,027,1</b>	<b>11,201,6</b>	<b>11,440,1</b>	<b>12,234,7</b>	<b>12,743,3</b>
Interest received . . . . .	492,8	415,8	481,6	468,0	493,4
Percentage reckoned on balance at end of year . . . . .	4'469	3'712	4'209	3'825	3'872

84. The interest paid in 1897-98 by the Local Governments to the Government of India on account of the loans held on the Provincial account amounted to 154,4, while the actual sum realised by them and credited to Provincial revenues amounted in the aggregate to 156,6. The fluctuations under the different heads are explained below.

85. Under *Interest on Loans to Native States* the receipts in India, which were on account of loans granted to Baoni States, the Maharaja of Ajaigarh and the Sultan of Muskat closely agree with the Budget Estimate. In Bengal the payment of interest, both current and arrear, on the Cooch Behar State Railway loan was deferred till 1901-1902, under orders of the Government of Bengal, No. 1839-P., dated 29th July 1898.

86. Under *Presidency Corporations* the short receipt of 2,0 in Bengal, in comparison with the actuals of the previous year, was due to the reduction of the outstanding balances of the loans to the Calcutta Municipality and the Port Trust. In Madras the increase was due to the further loan of 45,5 taken by the Harbour Trust Board in 1895-96.

87. Under *Interest on Loans to Municipal and other Public Corporations*, the increase in India was 1,5 on account of interest on advances in the Military Department, for which short provision was



Section B.—INTEREST—*continued.*XII.—Interest—*continued.*

made in the Budget Estimate. In the North-Western Provinces the excess (3,1) over the previous year's actuals was due to the low receipts of that year. The increase in Madras was the result of the grant of fresh loans.

88. Under *Interest on Loans to Landholders and other Notabilities* the excess in India was due to under-estimate. The variations in Bombay over Budget and actuals of the previous year were due to the special receipt of 9 from the Jath State on account of interest on loans granted to it during the year, for which no provision was made in the original Estimate.

89. *Interest on Advances to Cultivators.*—The small receipt in India, as compared with the Budget, was due to the repayment of advances. In the Central Provinces the receipts fell below the Budget and the actuals of the previous year owing chiefly to the prevailing scarcity, in consequence of which the cultivators were unable to meet their liabilities. In Burma and the North-Western Provinces the increase, both over the Budget and the actuals of the previous year, was due to unexpected recoveries. In Bengal the receipts from cultivators fell off by 1,7 as compared with the Budget, owing to scarcity. This decrease was partly counterbalanced by increased receipts of 1,3 on account of the Rajapur Drainage Scheme. The interest on additional investment made in 1896-97 enhanced the receipts under *Interest on Currency Investments* as explained above.

90. The variation under *Interest on Securities of Provincial Funds* in Madras was due to investment made during the year. The decrease under *Interest on Overdrawn Capital of Railway Companies* was due to smaller recoveries from the Assam-Bengal Railway, and to no adjustment having been made on account of interest payable by the Guaranteed Railways. Under *Other Items* the receipts in India and in Bombay in 1897-98 included interest on some special advances to the Banks of Bengal and Bombay. The high figure of 1896-97 was due, as explained in last year's Report, to the premium of 124,2 on the 3 per cent. loan of 1896-97, reduced by commission (6,2) on  $3\frac{1}{2}$  per cent. loans transferred to that loan. The increase in Bengal and Madras was chiefly due to receipts on account of interest on arrears of revenues.

91. In England the increase was due to the investment of cash balance at a higher rate of interest than was estimated for a portion of the year.

## Section B.—INTEREST.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
3,453,9	EXPENDITURE . . . . .	3,550,0	3,499,2	3,472,3

92. The total charges in this section showed a saving of 77,7 as compared with the Budget Estimate, and excess of 18,4 over the actuals of the previous years. As regards the former, exchange accounts for a decrease of 172,5. The increase of 94,8 under the other heads was mainly due to the payments in England (117,8) and India (50,5) on account of discount on the loans raised during the year, and to larger payments of interest in England on India Bills (60,1), counterbalanced by reduced transfer to Railway, etc., Interest (20,5), owing to reduction in Railway Capital expenditure incurred during the year, to smaller payments of interest on loans (109,1), and 23,8 in payment of interest on Savings Bank Deposits.

93. As compared with the previous year, the excess was due chiefly to the adjustment in 1897-98 of interest due to the Uncovenanted Service Family Pension Fund for 1895-97, as was explained in previous year's report, and the payment of discount on the loans raised both in India and in England, counterbalanced by the savings caused partly by the rise in the rate of exchange and partly by the transfer of a larger portion of interest charges in India to Railway Revenue Account and Irrigation Works, in consequence of the increase in the total capital expenditure on State Railways and Irrigation Works.

## 13.—Interest on Ordinary Debt.

94. Before proceeding to examine the interest charges in detail, it is usual to exhibit the amount of loans raised or discharged during the year, and the following figures supply the necessary particulars for 1896-97 and 1897-98:—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
PERMANENT DEBT.				
INDIA—				
6,048,7	Debt incurred . . . . .	4,000,0	3,000,0	3,000,1
722,6	Debt discharged . . . . .	575,1	429,5	419,5
+5,326,1	NET IN INDIA . . . . .	+3,424,9	+2,570,5	2,580,6
ENGLAND—				
Debt incurred—				
2,400,0	India Stock . . . . .	3,500,0	3,500,0	3,500,0
2,400,0	TOTAL INCURRED . . . . .	3,500,0	3,500,0	3,500,0
Debt discharged—				
5,2	At 4 per cent. . . . .	...	2,7	2,8
2,000,0	At 3½ per cent. Debentures . . . . .	...	...	...
313,7	South Indian Railway Debentures . . . . .	...	...	...
2,318,9	TOTAL DISCHARGED . . . . .	...	2,7	2,8
+81,1	NET IN ENGLAND . . . . .	+3,500,0	+3,497,3	+3,497,2*
+5,407,2	NET IN INDIA AND ENGLAND . . . . .	+6,924,9	+6,067,8	+6,077,8
TEMPORARY DEBT.				
ENGLAND—				
1,500,0	Temporary Loans Incurred . . . . .	2,000,0	6,000,0	6,000,0
2,500,0	Temporary Loans Discharged . . . . .	1,000,0	1,000,0	1,000,0
-1,000,0		+1,000,0	+5,000,0	+5,000,0

\* The above amounts are exclusive of 105,8 cancelled, comprising 95,0 charged to Railways on account of Sinking Fund of the East Indian, Eastern Bengal, and Sind, Punjab and Delhi Railways, and 10,8 charged to Discount Sinking Fund.

95. The Budget in India provided for a public loan of 4,000,0. Subsequently the Secretary State reduced the amount of the loan to 3,000,0, and this sum was raised in August at 3½ per cent.



## Section B.—INTEREST—continued.

## 13.—Interest on Ordinary Debt—continued.

an average rate of Rs8-5-3 per cent. Of the balance of the loans previously advertised for discharge 299,3 were paid, consisting of 8,0, 99,1, and 192,2 on account of  $4\frac{1}{2}$ , 4, and  $3\frac{1}{2}$  per cent. loans, respectively, besides a payment of 2 on account of 4 per cent. India Stock notes. Of the loans bearing interest 120,0 was paid on account of Gwalior loan in accordance with the terms of the agreement with the Durbar under which the loan was originally taken.

96. In England 3,500,0 India  $2\frac{1}{2}$  per cent. stock was issued as provided for in the Budget Estimate. In the Budget 2,000,0 was provided for temporary loans on the Security of India Bills, of which the sum of 1,000,0 was required to pay off an equal amount of the temporary loans outstanding on 31st March 1897; but in consequence of suspension of drawing of the India Bills, it was necessary to enhance the amount to 6,000,0.

97. The total interest on debt paid in India and in England is shown below:—

1896-97. Accounts.	Rate.	DEBT IN INDIA ON 31ST MARCH 1897.	Principal.	Interest due.	Budget.	1897-98. Revised.	Accounts.
46,5	$4\frac{1}{2}$	.	1,022,3	46,4	46,0	46,0	46,2
215,0	4	.	5,230,0	209,2	210,2	210,2	200,8
3,390,2	$3\frac{1}{2}$	.	90,918,6	3,182,2	3,280,0	3,192,5	3,184,0
42,9	3	.	10,954,8	328,6	327,0	328,6	307,6
4,8	Provincial Debentures	.	85,5	3,4	5,0	4,0	4,1
3,699,4	TOTAL	.	108,211,2	3,769,8	3,868,2	3,781,3	3,742,7
54,0	Interest on Loans in course of discharge	.	.	.	10,0	25,0	26,4
...	Discount on Loans and Miscellaneous	.	.	.	...	50,7	50,6
3,753,4	TOTAL INTEREST PAID IN INDIA	.	.	.	3,878,2	3,857,0	3,819,7
3,825,2	England	.	.	.	3,907,7	4,069,2	4,069,1
2,527,8	Exchange	.	.	.	2,579,2	2,278,8	2,291,5
6,353,0	TOTAL INTEREST PAID IN ENGLAND	.	.	.	6,486,9	6,348,0	6,360,6
10,106,4	GRAND TOTAL	.	.	.	10,365,1	10,205,0	10,180,3

98. This total amount was divided between Interest on Ordinary Debt and Interest on Debt for Railways and Irrigation as shown below:—

1896-97. Accounts.	Interest on Ordinary Debt—	Budget.	1897-98. Revised.	Accounts.
—1,373,5	India	—1,505,6	—1,510,4	—1,543,6
2,630,7	England	2,717,8	2,879,3	2,879,2
1,738,5	Exchange	1,793,8	1,612,4	1,621,4
2,995,7		3,006,0	2,981,3	2,957,0
5,126,9	Interest on Debt for Railways and Irrigation Works—			
1,194,5	India	5,383,8	5,367,4	5,363,3
789,3	England	1,189,9	1,189,9	1,189,9
7,110,7	Exchange	785,4	666,4	670,1
10,106,4		7,359,1	7,223,7	7,223,3
		10,365,1	10,205,0	10,180,3

99. The payment in India was less than the Budget Estimate by 58,5. The decrease chiefly occurred in payment of interest on the  $3\frac{1}{2}$  per cent. loans. The figure under discount on loans represents discount on the new loan of 1897-98, for which no provision was made in the Budget, as, at the time of framing the Estimate, the price of paper ruled high. In England the increase over the Budget Estimate consists of 117,8 on account of the discount on the issue of 3,500,0 India  $2\frac{1}{2}$  per cent. stock, 60,1 in interest on India Bills, counterbalanced by a decrease of 6,7 in interest on India  $2\frac{1}{2}$  per cent. stock, and 10,0 for interest on temporary loans from the Bank of England which were not required. The decrease in exchange, compared with the Budget Estimate and with the actuals of the previous year, was due to the more favourable rate of exchange obtained during the year. The large reduction in India under *Ordinary Debt* was due to a saving (58,5) in the payment of interest on loans, partly reduced by a smaller transfer (20,5) to interest on Railway and Irrigation Works consequent on a reduction in the Capital Expenditure, chiefly on Railways. The payment of discount both in India and England mainly explains the excess over the previous year.

100. The excess in the amounts chargeable under this head to the Central Provinces (7), Bengal (1,2), Madras (3,3), and Bombay (4,0) have all, with the exception of 1 in Bengal, been sanctioned by the Local Governments.





## Section C.—POST OFFICE, TELEGRAPH, AND MINT.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
3,011,6	RECEIPTS . . . . .	2,382,8	3,348,3	3,370,6
2,711,7	EXPENDITURE . . . . .	2,891,2	2,878,0	2,869,5
+299,9	NET . . . . .	+91,6	+470,3	+501,1
+80,4	POST OFFICE (NET) . . . . .	+78,0	+131,9	+149,7
+124,7	TELEGRAPH (NET) . . . . .	— 7	+252,8	+257,8
+94,8	MINT (NET) . . . . .	+14,3	+85,6	+93,6

104. The net receipt in this section exceeded the Budget Estimate by 409,5 and the actuals of the previous year by 201,2. The largest improvement occurred in the net receipts of the Telegraph Department, and was mainly due to the abnormally large increase in message traffic owing to the Military operations on the North-West Frontier, the famine, plague and the earthquake of June 1897 in Assam.

105. Under Post Office the growth of revenue from the sale of Postage Stamps and Money Order Receipts was much above the normal, but the improvement was partly counterbalanced by an increase (11,0) in the adjustments of exchange on the sterling payments to English, Colonial and other Foreign Post Offices.

106. The gradual improvement in the net results of the transactions of the Postal Department for the last five years is shown by the following figures :—

	Net Receipts.
1893-94 . . . . .	3,8
1894-95 . . . . .	25,5
1895-96 . . . . .	69,7
1896-97 . . . . .	80,4
1897-98 . . . . .	149,7

107. The improvement in the net receipts of the Mint over the Budget Estimate was chiefly due to an exceptionally large dollar coinage for the Straits Settlements and to the recoinage of large amounts of Kashmir and Bhopali rupees.

## Section C.—POST OFFICE, TELEGRAPH, AND MINT—RECEIPTS.

## XIII.—Post Office.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
161,1	Parcel and other Postage collected in cash . . . . .	163,0	160,0	161,4
	SALE OF POSTAGE STAMPS—			
1,052,3	Ordinary . . . . .	1,107,0	1,113,0	
259,3	Service . . . . .	279,0	266,4	
1,311,6		1,386,0	1,379,4	
27,1	Deduct—Payments to English, Colonial, and other Foreign Post Offices . . . . .	18,5	36,5	29,5
1,284,5		1,320,5	1,349,5	1,349,9
34,6	MAIL CART, PARCEL VAN, PASSENGER AND GOODS SERVICE . . . . .	34,5	35,0	35,6
284,9	MONEY ORDER RECEIPTS . . . . .	290,5	305,0	312,4
8,6	OTHER RECEIPTS . . . . .	9,9	9,9	9,9
1,773,7	TOTAL . . . . .	1,818,4	1,859,4	1,869,2

Section C.—POST OFFICE, TELEGRAPH, AND MINT—RECEIPTS—*continued.*XIII.—Post Office—*continued.*

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
DISTRICT POST COLLECTIONS—				
1,5	Central Provinces . . . . .	1,4	1,6	1,2
2,1	Bengal . . . . .	1,6	2,3	2,4
6,2	Punjab . . . . .	5,9	6,2	6,4
9,8	TOTAL . . . . .	8,9	10,1	10,0
1,783,5	GRAND TOTAL . . . . .	1,827,3	1,869,5	1,879,2

108. The total revenue exceeded the Budget Estimate by 51,9 and the actuals of the previous year by 95,7. The increase over the Budget occurred chiefly under *Sale of Ordinary Stamps* (30,0), *Sale of Service Stamps* (10,4), and *Money Order Receipts* (21,9), and was due to the growth of the operations of the department being much above the normal, in consequence of the famine, plague, and the Military Operations on the North-West Frontier. This improvement was partly counterbalanced by the enhanced deduction under *Payments to English, Colonial and other Foreign Post Offices* (11,0), owing to the adjustment of exchange on the sterling payments to the London Post Office for the exchange of letters and parcels, and to the payments of arrears to certain colonial and other post offices. There was a small improvement of 1,1 under *Mail Cart, Parcel Van, Passenger and Goods Service*, due to the extension of traffic on the Simla-Kalka line, but this increase was more than covered by a decrease of 1,6 under *Parcel and other Postage collected in Cash*, chiefly owing to a reduction in the amount of postage taxed on unpaid and insufficiently paid covers, and the introduction of the system of "registered" newspapers under which postage fees on these publications are realized in stamps.

109. As compared with the previous year, the improvement which occurred under all the heads was chiefly due to the famine and the Military Operations on the North-West Frontier, and to a small extent to the plague.

## XIV.—Telegraph.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
INDIAN TELEGRAPHS—				
<i>Message Revenue—</i>				
416,2	Sale of Stamps deducting Refunds, etc. . . . .	438,0	457,3	449,7
33,7	Receipts from other Administrations . . . . .	37,0	40,0	44,2
242,8	Other Receipts by Cash, Postage Stamps and Book Transfer . . . . .	250,9	412,7	418,6
692,7		725,9	910,0	912,5
<i>Other Revenue—</i>				
157,6	Rent of Wires and Instruments leased to Railways and Canals . . . . .	146,5	146,5	148,4
16,0	Rent of Local and Private Lines . . . . .	17,0	17,0	17,8
1,7	Royalty from Telephone Companies . . . . .	1,7	1,8	1,8
5,9	Recoveries from Guarantors . . . . .	6,0	1,4	1,7
3,2	Miscellaneous Revenue . . . . .	2,9	3,7	3,9
184,4		174,1	170,4	173,6
877,1	TOTAL INDIAN TELEGRAPHS . . . . .	900,0	1,080,4	1,086,1
188,1	INDO-EUROPEAN TELEGRAPHS . . . . .	181,0	220,1	216,7
1,065,2	TOTAL INDIA . . . . .	1,081,0	1,300,5	1,302,8
3,8	ENGLAND . . . . .	4,2	4,2	4,2
2,5	EXCHANGE . . . . .	2,8	2,3	2,3
1,071,5	GRAND TOTAL . . . . .	1,088,0	1,307,0	1,309,3



Section C.—POST OFFICE, TELEGRAPH, AND MINT—RECEIPTS—*continued.*XIV.—Telegraph—*continued.*

## Indian Telegraphs.

110. The increase over the receipts of the previous year was derived principally from State messages; the number of such messages increased from 608,612 in 1896-97 to 870,278 in 1897-98, owing chiefly to the Military Operations on the North-West Frontier. The famine, plague and the earthquake in Assam also contributed to some extent to the abnormal increase in State messages. There was besides an increase in receipts from private traffic, which, during a part of the year 1897-98, was stimulated by speculations in grain, silver, and gold, while the earthquake in June 1897 and the Military Operations on the frontier caused an increase in private telegrams. Plague and famine interfered in some places with trade and affected the receipts. The number of private messages increased from 4,468,972 in 1896-97 to 4,842,949 in 1897-98. The decrease of 9,2 in the *Rent of Wires and Instruments leased to Railways and Canals* was due to the reduction in rate sanctioned by the Government of India in Public Works Department letter No. 183T., dated 10th August 1896. The increase over the Budget Estimate was due to the causes stated above.

## Indo-European Telegraphs.

111. The increase was due to the message traffic transferred from the Indian Telegraph Department having been larger than in the previous year and than that provided for in the Budget Estimate. The falling off as compared with the Revised Estimate, was due to an interruption in the Teheran route in February 1898.

## XV.—Mint.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
14,6	Seignorage on Silver . . . . .	11,3	50,0	48,7
137,6	Gain on Copper Coinage . . . . .	50,0	40,0	42,6
	Other Receipts—			
2,0	Calcutta . . . . .	4,2	21,8	23,0
2,4	Bombay . . . . .	2,0	60,0	67,8
156,6	TOTAL	67,5	171,8	182,1

112. The revenue under this head showed an increase of 114,6 over the Budget Estimate and of 25,5 over the actuals of the preceding year. The greater portion of the improvement in comparison with both the Budget and actuals of the previous year occurred in Bombay under *Seignorage on Silver* and *Other Receipts*. The increase under the former was due to an exceptionally large dollar coinage for the Straits Settlements to replace Japanese silver coins, and that under the latter partly to the same cause, but chiefly to the re-coinage carried out for the Kashmir and Bhopal Durbars.

113. The decrease under *Gain on Copper Coinage* was due to the unprecedentedly large absorption of copper coin in connection with famine relief works in the previous year.

114. The increase under *Other Receipts* in Calcutta was due mainly to the re-coinage of Bhopali rupees and the coinage of cents for the Straits Settlements.

## Section C.—POST OFFICE, TELEGRAPH, AND MINT—EXPENDTURE.

## 15.—Post Office.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
68,8	CHIEF OFFICE, CALCUTTA . . .	71,5	69,4	68,8
884,1	PRESIDENCY AND DISTRICT OFFICES . . . . .	918,1	903,8	904,0
	CONVEYANCE OF MAILS—			
113,2	Road Establishment and Con- tingencies . . . . .	120,5	121,6	120,7
107,4	Railway Charges . . . . .	118,0	118,8	117,2
69,7	Mail Cart, Parcel Van, Passenger and Goods Service, Establishment and Charges . . . . .	66,4	67,9	64,9
3,0	Other Charges . . . . .	3,4	3,6	3,6
293,3		308,3	311,9	306,4
16,3	DISCOUNT ON SALE OF POSTAGE			
	STAMPS . . . . .	17,3	17,3	17,3
67,8	SUBSIDIES . . . . .	63,7	63,7	63,3
54,1	STATIONERY AND PRINTING . .	61,8	60,3	62,7
3,9	MISCELLANEOUS . . . . .	3,0	3,7	3,4
1,388,3	TOTAL . . . . .	1,443,7	1,430,1	1,425,9
	DISTRICT POST CHARGES—			
3,4	India . . . . .	3,5	3,5	3,5
7,1	Central Provinces . . . . .	7,3	8,0	7,9
16,0	Burma . . . . .	16,2	16,7	16,5
4,6	Assam . . . . .	4,8	4,8	4,8
36,4	Bengal . . . . .	36,5	40,0	40,3
19,4	N.-W. Provinces and Oudh . .	19,1	19,8	19,6
22,5	Punjab . . . . .	22,5	22,2	22,1
10,1	Madras . . . . .	10,7	10,7	10,7
10,2	Bombay . . . . .	10,9	11,0	10,7
129,7		131,5	136,7	136,1
1,518,0	TOTAL . . . . .	1,575,2	1,566,8	1,562,0
	ENGLAND—			
60,6	Payments to the English Post			
	Office . . . . .	60,0	62,5	59,6
50,9	Stores . . . . .	44,9	47,0	47,6
111,5		104,9	109,5	107,2
73,6	EXCHANGE . . . . .	69,2	61,3	60,3
1,703,1	GRAND TOTAL . . . . .	1,749,3	1,737,6	1,729,5

115. The expenditure in India was less than the Budget Estimate by 13,2, but exceeded the actuals of the previous year by 44,0.

116. The saving (2,7) under *Chief Office, Calcutta*, as compared with the Budget, was due to leave arrangements and to a reduction in the number of Superintendents attached to the Director General's Office (7), to less exchange compensation allowance and hill journey charges (6), to savings in establishment charges in consequence of leaves and temporary vacancies (1,2), and to less charges for purchase and repair of furniture and petty contingencies (3). Under *Presidency and District Offices* the saving of 14,1 was due chiefly to the provision for revision of establishment not having been fully utilized (12,3), to leave arrangements and temporary vacancies in Post Office establishments (3,3), to gain in working of combined offices (2,7); to smaller charges for salaries of officers due to leave and deputations (1,0), to less exchange compensation allowance (6), and to savings under contingencies due chiefly to excessive provision (5,7), partly counterbalanced by larger payments of compensation for dearness of provisions (10,2), and to increased salary charges due to the entertainment of 9 additional Inspectors and privilege leave arrangements (1,3). The excess under this head over the actuals of the previous year (19,9) was due partly to the normal expansion of the Post Office establishment (13,2), and partly to higher payment of grain compensation allowances (8,8), counterbalanced to the extent of 2,0 by savings under salary charges. Under *Road Establishment and Contingencies* the excess of 2 was the chief result of excess payments for grain compensation allowance (3,9), and for extra despatch of letters (7), due to insufficient provision, and of savings due to an over-estimate under Rainy Season and Miscellaneous charges (2,2), and to the abolition of a number of contracts for conveyance of mails in Burma, and to the provision for



## Section C.—POST OFFICE, TELEGRAPH, AND MINT—EXPENDITURE—continued.

## 15.—Post Office—continued.

revision of mail lines not having been fully used (2,1). The excess over the actuals of the previous year under this head was due chiefly to the above causes and to the extension of runners' lines. The saving under *Railway Charges* occurred chiefly in the payments to the East Indian, Indian Midland, and South Indian Railways (6,8), partly counterbalanced by heavy payments (6,0) on account of the introduction of the special train service from the 17th September 1897. The increase over the actuals of the previous year was mainly due to the introduction of the special train service system and to higher payments to the Great Indian Peninsula and North-Western Railways in consequence of the development of the Railway Mail Service business. Under *Mail Cart, Parcel Van, Passenger and Goods Service Establishments and Charges*, the saving was due to excessive provision made with reference to the high prices of grain, for the maintenance of transport animals (8), and an over-estimate for contingent charges (6). The decrease, as compared with the previous year, was due to the high cost in 1896-97 of the maintenance of animals. The excess under *Other Charges*, both as compared with the Budget and the actuals of the previous year, was due to certain arrear payments to the P. and O. Company. The increase in the sale of ordinary stamps accounts for the excess under *Discount on Sale of Postage Stamps* as compared with the previous year. The saving under *Subsidies* was due to the termination of the contract with the India General Steam Navigation Company for the conveyance of Assam Mails (1,0), non-payment of small sums of 3, counterbalanced, to the extent of 9, by arrear payments and payments for additional services during the year. The excess of 9 under *Stationery and Printing* was due to an under-estimate for stationery, and the excess, as compared with the previous year, was due to larger supplies of stationery and more printing work done for the Department. Under *Miscellaneous* the excess of 4 was due to an under-estimate of payments for compensation for lost insured articles. The excesses under *Stationery and Printing* and *Miscellaneous* have been met by re-appropriations sanctioned by the Director General of Post Office.

117. Under *Disrict Post Charges* the excesses in the Central Provinces, Bengal, and the North-Western Provinces were due chiefly to payments of grain compensation allowances, and the increase in Burma to the subsidy, sanctioned with effect from the 25th March 1897, for conveyance of mails between Taungup and Kalindaung, partly counterbalanced by a saving of 5 under establishments and contingencies. The excess in the Central Provinces has been met by an additional grant sanctioned by the Government of India, and those in Burma, Bengal, and the North-Western Provinces by re-appropriations sanctioned by the Local Governments. The extra charges due to famine are estimated at 25,8. The savings under Exchange Compensation Allowance are 7.

## 16.—Telegraph.

## Indian Telegraphs.

## Capital Account.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
74,3	India . . . . .	134,1	82,5	89,4
57,5	England . . . . .	103,0	91,8	92,1
Revenue Account.				
604,9	India . . . . .	614,4	617,5	612,2
6,0	England . . . . .	6,0	4,0	4,1
742,7		857,5	795,8	797,8
42,0	Exchange . . . . .	71,9	53,6	54,2
784,7	TOTAL INDIAN TELEGRAPHS	929,4	849,4	852,0

## Indo-European Telegraphs.

70,2	India . . . . .	71,8	67,0	66,4
27,3	England . . . . .	24,7	60,3	57,1

## Red Sea and Indian Telegraph Company.

18,0	England . . . . .	18,0	18,0	18,0
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## Eastern Telegraph Company.

10,0	England . . . . .	10,0	10,0	10,0
125,5		124,5	155,3	151,5
36,6	Exchange . . . . .	34,8	49,5	48,0
162,1	TOTAL INDO-EUROPEAN TELEGRAPHS AND RED SEA AND EASTERN TELEGRAPH COMPANIES.	159,3	204,8	199,5
749,4	Total India . . . . .	820,3	767,0	768,0
118,8	„ England . . . . .	161,7	184,1	181,3
78,6	„ Exchange . . . . .	106,7	103,1	102,2
946,8	GRAND TOTAL	1,088,7	1,054,2	1,051,5

Section C.—POST OFFICE, TELEGRAPH, AND MINT EXPENDITURE—*concluded.*16.—Telegraph—*continued.*

## Indian Telegraphs.

118. The expenditure during 1897-98 was 67,3 more than that in the previous year. The increase in the expenditure in India was due partly to a greater demand for the construction of departmental and canal lines of telegraph, and partly to increased working expenses owing to the expansion of operations of the Department. During the year 1897-98 ten new Departmental and sixty-three Postal combined offices were opened. The increase in the expenditure in England was due to larger expenditure on stores. The actual expenditure of the year fell short of the Budget Estimate, owing partly to restriction of expenditure under the orders of the Government of India, and partly to short outlay on works owing to the Railway programme of the year not having been fully worked up to. There was also a decrease in the furlough allowances paid in England, including exchange. The extra charges due to famine are estimated at 2,9. The savings under Exchange Compensation Allowance are 2,4.

## Indo-European Telegraphs.

119. The decrease in the capital expenditure was due partly to the buildings for the signalling staff at Teheran having been almost completed during 1896-97, and partly to larger issues of stores for repairs of land lines and cables in the Gulf section, while the increase under Revenue was due to an increase in the homeward traffic and in the percentage of traffic carried by the Indo-European route.

120. The increase over the Budget estimate was due to the increased payments in England in respect of revenue mentioned above.

## 17.—Mint.

1896-97. Accounts.								1897-98.		
								Budget.	Revised.	Accounts.
ESTABLISHMENTS—										
25,0	Calcutta	.	.	.	.	.	.	24,0	24,5	25,3
16,1	Bombay	.	.	.	.	.	.	18,3	21,9	22,3
LOSS OF WEIGHT IN COINAGE—										
6,8	Calcutta	.	.	.	.	.	.	2,7	5,6	5,5
7,5	Bombay	.	.	.	.	.	.	2,6	15,1	15,6
OTHER CHARGES—										
5,1	Calcutta	.	.	.	.	.	.	3,4	6,5	6,6
9	Bombay	.	.	.	.	.	.	1,0	5,0	4,9
36,9	TOTAL Calcutta	.	.	.	.	.	.	30,1	36,6	37,4
24,5	„ Bombay	.	.	.	.	.	.	21,9	42,0	42,8
61,4	„ India	.	.	.	.	.	.	52,0	78,6	80,2
2	„ England	.	.	.	.	.	.	7	4,9	5,3
2	„ Exchange	.	.	.	.	.	.	5	2,7	3,0
61,8	GRAND TOTAL	.	.	.	.	.	.	53,2	86,2	88,5

121. Under Establishment the accounts showed excess of expenditure both in Calcutta and Bombay. The excess of 1,3 in Calcutta was due to increase of expenditure of 2,1 on account of extra establishment, for which an additional grant of 2,0 was sanctioned in Financial Department No. 58-A., dated 6th January 1898, partly counterbalanced by savings of 8 under Operative establishment and under Salaries, due to the absence on furlough of the Mint and the Assay Masters. The increase of 4,0 in Bombay was chiefly due to an unusually large dollar coinage and to a large coinage of small silver in connection with the famine, which led to the entertainment of large temporary establishments and to an increase of overtime allowances. The difference in the actuals of two years was due to the reasons given above, and to the fact that the actuals of 1896-97 were low on account of absentees.

122. The increase under *Loss of Weight in Coinage*, both in Calcutta and Bombay, over the Budget and in Bombay over the accounts of the preceding year was due to the re-coinage of large amounts of Kashmir and Bhopali rupees and other uncurrent coins.

123. The increase under *Other Charges*, both in Calcutta and Bombay, was the result of heavy expenditure in the purchase of Local stores. The excess of 3,2 in Calcutta was covered by an additional grant of 3,5 sanctioned in the letter quoted above.

124. In Bombay out of the excess of 20,9 over the Budget, 9,0 were covered by additional grants sanctioned by the Government of India in their letters Nos. 4796-A. and 5049 A, dated 28th October and 16th November 1897, respectively, and 11,0 were sanctioned by re-appropriation from savings under 1.—Refunds and Drawbacks, under Government of India No. 1233-A., dated 15th March 1898.

125. The excess of 1,8 in Calcutta and 9 in Bombay require sanctions of the Government of India. The extra charges due to famine are estimated at 1. The savings in Exchange Compensation Allowance are 4.



## Section D.—RECEIPTS BY CIVIL DEPARTMENTS.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
1,678,6	RECEIPTS	1,689,2	1,703,1	1,723,5

126. The receipts in this section showed an improvement of 34,3 over the Budget Estimate, and of 44,9 over the actuals of the previous year. As compared with the Budget, there was an improvement of 60,4 under Marine, due mainly to larger recoveries on account of hire of vessels employed in conveying troops to the South Coast of Africa, Mombassa, and Suez, and to and from the Cape and Mauritius, and to larger Pilotage Receipts in Bengal; and 23,9 under Police, chiefly due to recovery from the Burma Railway Company of its share of the cost of Railway Police from 1st September 1896, and to large receipts on account of private watchmen in the town of Bombay; there were also small improvements under Medical (2,6), and Scientific and other minor Departments (3,2). These increases were partly counterbalanced by decreases of 11,9 under Law and Justice—Courts of Law, due chiefly to a change in the system of realization of Kurk Amins' fees in the North-Western Provinces; of 29,0 under Law and Justice—Jails, due mainly to a smaller demand for jail manufactures, and to the admission of convicts in an enfeebled condition unfit for remunerative labour, and of 14,9 under Education, chiefly in fees and fines.

127. The increase, as compared with the actuals of the previous year, occurred chiefly under Marine (40,2), and Police (11,4), due to the causes explained above affecting the improvement over the Budget.

## XVIA.—Law and Justice—Courts of Law.

		India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Sale-proceeds of Unclaimed and Escheated Prop- erty.	Accounts . 1896-97 .	5,3	1,6	2,0	6	2,9	2,7	1,2	1,2	2,1	19,6
	Budget .	4,0	1,7	2,2	8	3,5	2,1	1,2	1,8	2,2	19,5
	Revised . 1897-98 .	2,3	1,5	2,5	7	3,0	3,0	1,3	3,0	2,3	19,0
	Accounts .	1,4	1,8	2,5	6	3,0	3,3	1,2	3,2	2,4	20,0
Court-fees realised in cash.	Accounts . 1896-97 .	2	2,3	1	1	5,1	20,3	5	1,4	8	30,8
	Budget .	1	2,1	1	2	3,6	24,6	6	2,0	1,6	34,9
	Revised . 1897-98 .	1	1,6	1	1	5,0	13,2	5	1,8	9	23,3
	Accounts .	1	1,8	1	2	5,1	11,8	6	2,0	9	22,6
General Fees, Fines, and Forfeitures.	Accounts . 1896-97 .	4,7	7,3	41,9	8,4	69,0	26,3	32,9	65,8	30,9	287,2
	Budget .	4,4	9,1	41,0	8,4	72,2	28,8	35,2	64,7	33,0	297,4
	Revised . 1897-98 .	4,2	7,6	41,7	8,1	63,9	28,2	40,0	73,6	30,5	303,2
	Accounts .	4,3	6,7	42,1	7,8	65,1	27,6	34,0	76,4	29,6	293,6
Other Receipts	Accounts . 1896-97 .	...	3	3	5	5,2	1,0	4,7	1,2	5,4	18,6
	Budget .	...	4	3	3	3,7	1,2	4,5	1,5	5,1	17,0
	Revised . 1897-98 .	...	3	2	4	7,1	1,1	4,7	1,2	5,3	20,8
	Accounts .	...	2	2	6	6,5	1,1	5,4	1,2	5,5	20,7
TOTAL	Accounts . 1896-97 .	10,2	11,5	44,3	9,6	82,2	50,3	39,3	69,6	30,2	356,2
	Budget .	8,5	13,3	44,2	9,7	83,0	50,7	41,5	70,0	41,9	363,8
	Revised . 1897-98 .	6,0	11,0	44,5	9,3	79,0	45,5	52,5	79,0	39,5	366,9
	Accounts .	5,3	10,5	44,0	9,2	80,3	43,8	41,2	82,8	38,4	356,9

128. The receipts under this head fell short of the Budget Estimate by 11,9, but exceeded the actuals of the previous year by 7. As compared with the Budget and the previous year's actuals there was a large decrease under *Court-fees realised in Cash*, chiefly in the North-Western Provinces, due partly to a change in the system of realization of Kurk Amin's fees, which, in certain cases, are now levied in stamps, and partly to the effects of famine. The improvement in Bengal occurred under Amins' fees. There was a decrease of 3,8 under *General Fees, Fines, and Forfeitures*, the receipts under

Section D.—RECEIPTS BY CIVIL DEPARTMENTS—*continued.*XVIA.—Law and Justice—Courts of Law—*continued.*

which consist chiefly of Magisterial fines, and are of an uncertain character; the Estimate in Bengal, where the largest fall occurs, seems to have been pitched too high, while in Madras the increase was partly due to large fees realized by the High Court for printing, and also partly to the transfer to this head from XXV.—Miscellaneous, of fines realized under the Police Act by Bench Magistrates. Under *Sale-proceeds of Unclaimed and Escheated Property* the decrease in India was due to the lapses of estates in the hands of the Administrator General being smaller than usual, and much below the Budget. The improvement in Madras was due to the seizure of an unclaimed sum of 1,8 from a swindler in the Tinnevely district. Under *Other Receipts* the increase in Bengal was due to larger receipts from fees for examinations of Pleaders (1,8), and from miscellaneous receipts. In Punjab the improvement occurred under "Other items."

## XVIB.—Law and Justice—Jails.

		India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras	Bombay	TOTAL.
Sale-proceeds of Jail Manufactures.	Accounts . 1896-97	1,7	23,0	34,6	1,0	96,0	33,2	18,1	40,5	11,0	259,1
	Budget .	1,8	40,5	35,2	1,3	90,0	40,7	17,5	46,0	11,2	284,2
	Revised . 1897-98	1,7	25,2	35,7	1,3	99,2	28,0	17,0	34,7	8,8	251,6
	Accounts .	1,5	21,7	35,4	1,2	100,8	29,2	16,9	42,9	8,9	258,5
Other Receipts	Accounts . 1896-97	1,1	1	1,4	3,3	1,1	4,3	3,4	2,3	6,6	23,6
	Budget .	2,0	3	1,3	3,9	8	4,3	2,1	2,1	6,1	22,9
	Revised . 1897-98	1,4	2	1,8	3,0	1,8	4,5	9	2,3	5,2	21,1
	Accounts .	1,4	...	2,3	2,8	1,9	4,1	1,1	2,1	5,3	21,0
Convict Receipts at Port Blair and Nicobars.	Accounts . 1896-97	26,0	...	...	...	...	...	...	...	...	26,0
	Budget .	28,2	...	...	...	...	...	...	...	...	28,2
	Revised . 1897-98	26,1	...	...	...	...	...	...	...	...	26,1
	Accounts .	26,8	...	...	...	...	...	...	...	...	26,8
TOTAL	Accounts . 1896-97	28,8	23,1	36,0	4,3	97,1	37,5	21,5	42,8	17,6	308,7
	Budget .	32,0	40,8	36,5	5,2	90,8	45,0	19,6	48,1	17,3	335,3
	Revised . 1897-98	29,2	25,1	37,5	4,3	101,0	32,5	17,9	37,0	14,0	298,8
	Accounts .	29,7	21,7	37,7	4,0	102,7	33,3	18,0	45,0	14,2	306,3

129. Under *Sale-proceeds of Jail manufactures* the decrease of 25,7, as compared with the Budget Estimate, is the net outcome of variations in all the provinces, the chief of which are a falling off of 18,8 in the Central Provinces, and of 11,5 in the North-Western Provinces, and an increase of 10,8 in Bengal; the decreases are the results of smaller demands for jail manufactures, and the admission of a large number of convicts in an enfeebled condition unfit for remunerative labour, while the increase in Bengal was due to large supplies of manufactured articles to the Police and Military Departments. In the Central Provinces the extent of the famine was not realized when the Budget was framed, which also provided for a contract which the Reformatory School failed to obtain. In Madras the decrease was due to an outbreak of cholera in three Central Jails; and that in Bombay to the release of long term prisoners, well acquainted with factory work on the occasion of the Diamond Jubilee, to the existence of plague in House of Correction, Bombay, and the difficulty in obtaining raw materials in the Yerrowda Central Prison owing to plague restrictions. The net receipts under this head, after deducting the corresponding charges under 19B, are given below:—

		India.	Central Prov- inces.	Burma.	Assam.	Bengal	N.-W. P. and Oudh.	Punjab.	Madras	Bombay	TOTAL.
Net Receipts from Jail Manufactures.	Accounts . 1896-97	6	6,0	12,3	2	8,3	12,6	2,6	9,2	1,4	53,2
	Budget .	7	6,8	10,7	4	16,2	12,9	2,4	10,0	1,1	61,2
	Revised . 1897-98	7	3,1	11,8	7	14,2	9,9	2,4	3,7	2,3	48,8
	Accounts .	8	—	13,8	5	22,1	13,6	4,8	13,4	2,5	71,4



## Section D.—RECEIPTS BY CIVIL DEPARTMENTS—continued.

## XVII.—Police.

			India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bom- bay.	TOTAL.
Police supplied to Municipal, Can- tonment, and Town Funds.	Accounts .	1896-97	...	1	15,7	...	1,0	6,9	58,4	...	5,8	87,9
	Budget .		...	1	15,1	...	8	7,4	60,2	...	5,7	89,3
	Revised .	1897-98	...	1	15,0	...	9	6,7	59,2	...	6,1	88,0
	Accounts .		...	1	13,6	...	1,0	6,7	60,0	...	6,5	87,9
Police supplied to Public Depart- ments, Private Companies, and Persons.	Accounts .	1896-97	...	7	3,9	1,0	3,8	2,7	2,1	4,1	21,0	39,3
	Budget .		...	1,2	5,1	6	3,5	2,4	1,4	2,0	17,8	34,0
	Revised .	1897-98	...	7	5,8	5	7,6	2,8	2,5	2,0	18,6	40,5
	Accounts .		...	8	4,7	3	5,1	2,7	2,5	1,6	18,2	35,9
Police supplied to Railways.	Accounts .	1896-97	...	...	...	...	...	...	...	...	...	...
	Budget .		...	...	...	...	...	...	...	...	...	...
	Revised .	1897-98	...	...	5,9	...	...	...	...	...	...	...
	Accounts .		...	...	17,0	...	...	...	...	...	...	5,9
Presidency Police	Accounts .	1896-97	...	...	...	...	9,8	...	...	2,8	16,8	29,4
	Budget .		...	...	...	...	9,0	...	...	2,6	15,1	26,7
	Revised .	1897-98	...	...	...	...	10,0	...	...	3,0	18,0	31,0
	Accounts .		...	...	...	...	9,0	...	...	2,8	19,0	30,8
Fees, Fines and Forfeitures (chiefly Cattle Pound Fees)	Accounts .	1896-97	2,6	17,3	14,1	10,4	54,4	33,3	12,3	34,6	36,3	215,3
	Budget .		1,9	17,3	14,8	11,0	49,4	31,7	12,4	36,1	38,6	213,2
	Revised .	1897-98	1,8	19,5	15,7	10,9	50,4	32,8	11,8	35,1	32,8	210,8
	Accounts .		1,6	19,6	16,8	11,2	54,5	31,2	11,7	35,8	30,3	212,7
Other Receipts	Accounts .	1896-97	8	1,0	5,3	9,5	34,2	3,1	1,5	3,5	5,2	65,0
	Budget .		6	8	2,6	10,1	33,6	3,9	1,0	3,4	5,2	61,2
	Revised .	1897-98	8	7	4,0	7,6	34,1	3,1	1,7	3,4	5,2	60,6
	Accounts .		7	7	8,9	7,3	32,8	3,1	1,7	3,6	5,2	64,0
TOTAL	Accounts .	1896-97	3,4	20,0	39,0	20,9	103,2	46,0	74,3	45,0	85,1	436,9
	Budget .		2,5	19,4	37,6	21,7	96,3	45,4	75,0	44,1	82,4	424,4
	Revised .	1897-98	2,6	21,0	46,4	19,0	103,0	45,4	75,2	43,5	80,7	436,8
	Accounts .		2,3	21,2	61,0	18,8	102,4	43,7	75,9	43,8	79,2	448,3

130. The receipts under this head exceeded the Budget Estimate by 23,9, and the actuals of the previous year by 11,4. Under *Police supplied to Railways* no provision was made in the Budget, as the recovery of the seven-tenths share of cost of Railway police is adjusted by deduction from expenditure; the actuals represent the excess of the recovery from the Burma Railway Company for the period from 1st September 1896 to March 1897, over the amount adjusted by deduction from expenditure in 1897-98. The Revised was an under-estimate. Under *Police supplied to Public Departments, Private Companies and Persons* the increase occurred chiefly in Bengal and Punjab, in the former being due to larger recoveries for police supplied to Railway Companies (1,0) and for Punitive Police (5), and in the latter to larger recoveries for police supplied to private persons. Under *Presidency Police*, the improvement was almost entirely in Bombay, where it was due to the large demand for Ramosis (private watchmen), owing to the absence of many of the inhabitants of the town in consequence of plague. Under *Other Receipts* the principal variations are increases in Burma (6,3), due to adjustment of value of stores returned to the Military Department, and in Punjab (7); and decreases in Assam (2,8), due to a change in the system of supplying rations and making ration recoveries from the Military Police; in Bengal (8) due to smaller recoveries on account of Village Police (1,4), counterbalanced by an increase under miscellaneous receipts (8), and in the North-Western Provinces (8) due to decrease in rewards to Police paid from sums received from other departments and the public. The decrease under *Police supplied to Municipal, Cantonment, and Town Funds* occurred chiefly in Burma (1,5), due to non-recovery from the Mandalay Municipality, and in the North-Western Provinces (7), due to over-estimate, which was corrected in the Revised; on the other hand, there was a small improvement in Bombay (8), due to receipt from the Baroda Cantonment which was not anticipated in the Budget. Under *Fees, Fines, and Forfeitures* the net decrease was 5, the variations in most cases being due to Cattle Pound receipts; in Burma the improvement was partly due to fines in gambling cases.

## Section D.—RECEIPTS BY CIVIL DEPARTMENTS—continued.

## XVIII.—Marine.

		India.	Burma.	Bengal.	Bombay.	TOTAL.
Pilotage Receipts . . . . .	Accounts . 1896-97 . . .	...	...	84.2	6	84.8
	Budget . . . . .	...	...	86.0	5	86.5
	Revised . . . . .	...	...	99.0	5	99.5
	Accounts . 1897-98 . . .	...	...	103.4	6	104.0
Dockyard Services, etc. . . . .	Accounts . 1896-97 . . .	24.8	...	...	...	24.8
	Budget . . . . .	4.0	...	...	...	4.0
	Revised . . . . .	41.1	...	...	...	41.1
	Accounts . 1897-98 . . .	40.5	...	...	...	40.5
Sale-proceeds of Vessels and Stores . . . . .	Accounts . 1896-97 . . .	2.5	2	3	...	3.0
	Budget . . . . .	2.5	2	2	...	2.9
	Revised . . . . .	4.2	3	2	...	4.7
	Accounts . 1897-98 . . .	4.0	3	3	...	4.6
Registration and other Fees . . . . .	Accounts . 1896-97 . . .	...	2	4.1	5.9	10.2
	Budget . . . . .	...	3	4.2	5.9	10.4
	Revised . . . . .	...	2	4.8	5.5	10.5
	Accounts . 1897-98 . . .	...	2	4.7	5.5	10.4
Coast Light Dues . . . . .	Accounts . 1896-97 . . .	...	27.3	...	...	27.3
	Budget . . . . .	...	26.7	...	...	26.7
	Revised . . . . .	...	27.8	...	...	27.8
	Accounts . 1897-98 . . .	...	30.7	...	...	30.7
Other Receipts . . . . .	Accounts . 1896-97 . . .	3.2	2.1	5.1	...	10.4
	Budget . . . . .	3.5	1.3	5.0	...	9.8
	Revised . . . . .	3.0	1.8	6.0	...	10.8
	Accounts . 1897-98 . . .	3.2	1.8	5.5	...	10.5
TOTAL . . . . .	Accounts . 1896-97 . . .	30.5	29.8	93.7	6.5	160.5
	Budget . . . . .	10.0	28.5	95.4	6.4	140.3
	Revised . . . . .	48.3	30.1	110.0	6.0	194.4
	Accounts . 1897-98 . . .	47.7	33.0	113.9	6.1	200.7

131. The receipts under this head exceeded the Budget Estimate by 60.4, of which 36.5 was under *Dockyard Services, etc.*, due chiefly to large recoveries (31.5) on account of hire of vessels employed in conveying troops to the South Coast of Africa, Mombassa and Suez, and to and from the Cape and Mauritius, and to large receipts (5.0) for works done for private individuals, etc.; 1.7 occurred under *Sale-proceeds of Vessels and Stores* due to sales of vessels not anticipated in the Budget. Heavy shipments of rice to India and general improvement in trade brought a large number of vessels to Burma ports, and resulted in an increase of 4.0 under *Coast Light Dues*; *Pilotage Receipts* in Bengal, which are of a fluctuating character, contributed 17.4 towards the improvement. The increase (40.2), as compared with the previous year, was also due to the cause stated above.

## XIX.—Education.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Fees and Fines . . . . .	Accounts . 1896-97 . . .	1.5	1.8	1.8	4.5	56.4	23.7	11.8	38.4	40.8	180.7
	Budget . . . . .	1.7	1.7	1.6	4.6	62.2	24.7	11.6	38.7	42.7	189.5
	Revised . . . . .	1.3	1.7	1.8	4.2	58.7	23.9	12.0	37.9	37.1	178.0
	Accounts . 1897-98 . . .	1.4	1.7	1.7	4.3	58.4	24.6	12.0	36.9	37.5	178.5
Contributions . . . . .	Accounts . 1896-97 . . .	...	1.6	1	...	2.0	3.0	7	5	1.0	8.9
	Budget . . . . .	...	1.8	1	...	2.0	3.1	6	4	0	8.9
	Revised . . . . .	3	1.7	1	...	3.0	2.9	9	4	8	10.1
	Accounts . 1897-98 . . .	2	1.5	...	...	2.9	3.1	8	4	6	9.5
Other Receipts . . . . .	Accounts . 1896-97 . . .	4	6	3	2	3.3	6.1	4	4.3	15.6	31.4
	Budget . . . . .	4	6	4	1	4.0	6.5	3	4.9	16.8	34.0
	Revised . . . . .	4	6	3	2	4.3	5.9	2	3.8	13.8	29.5
	Accounts . 1897-98 . . .	3	8	1	1	3.9	6.1	2	3.9	14.1	29.5
TOTAL . . . . .	Accounts . 1896-97 . . .	1.9	4.0	2.2	4.7	61.7	32.8	12.9	43.2	57.4	220.8
	Budget . . . . .	2.1	4.1	2.1	4.7	68.2	34.3	12.5	44.0	60.4	232.4
	Revised . . . . .	2.0	4.0	2.2	4.4	66.0	32.7	13.1	42.1	51.7	218.2
	Accounts . 1897-98 . . .	1.9	4.0	1.3	4.4	65.2	33.8	13.0	41.2	52.2	217.5

132. The receipts fell short of the Budget Estimate by 14.9, and of the previous year by 3.3. Of the decrease, 11.0 occurred under *Fees and Fines*; in Bengal the increase anticipated in the Budget under Government Schools was not realized; in Madras the falling off was chiefly in fees from Art Colleges and Schools; and in Bombay the decrease was attributed to the prevalence of plague; and 4.5 occurred under *Other Receipts*, chiefly in Bombay, owing to smaller sales of books at the Sind and Government Central Book Depôts.



## Section D.—RECEIPTS BY CIVIL DEPARTMENTS—continued.

## XX.—Medical.

			India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Medical College and School Fees.	Accounts	1896-97 .	...	...	...	...	5,7	...	8	1,3	2,9	10,7
	Budget	...	...	...	...	...	5,5	...	8	1,4	3,3	11,0
	Revised	1897-98 .	...	...	...	...	5,8	...	8	1,4	3,0	11,0
	Accounts	...	...	...	...	...	4,9	...	7	1,6	3,3	10,5
Hospital Receipts	Accounts	1896-97 .	...	...	1	...	7,7	1	5	2,5	15,2	26,1
	Budget	...	...	...	2	...	8,4	1	0	2,5	5,9	17,7
	Revised	1897-98 .	...	...	1	...	7,5	1	6	2,1	5,9	16,3
	Accounts	...	...	...	2	...	8,0	1	5	2,2	6,3	17,3
Lunatic Asylum Re- ceipts.	Accounts	1896-97 .	...	5	1,3	1	2,4	2,4	2	1,5	1,5	9,9
	Budget	...	...	5	1,2	...	2,9	2,2	1	1,8	1,6	10,3
	Revised	1897-98 .	...	6	1,7	1	2,4	2,8	1	1,8	1,6	11,1
	Accounts	...	...	8	1,7	1	2,5	3,1	1	1,8	1,7	11,8
Contribution .	Accounts	1896-97 .	9	4	1	...	5,8	13,3	3,9	10,5	4,8	39,7
	Budget	...	9	2,7	1	...	6,3	15,4	4,0	8,3	3,7	41,4
	Revised	1897-98 .	9	6	1	...	7,0	14,5	4,1	9,3	3,8	40,9
	Accounts	...	9	1	1	...	7,7	14,0	4,0	10,2	3,3	40,9
Other Receipts	Accounts	1896-97 .	...	1	1	3	6	1,2	3	1,3	6	4,5
	Budget	...	...	1	1	2	6	1,5	3	1,2	5	4,5
	Revised	1897-98 .	...	...	5	4	6	1,8	3	1,3	9	5,8
	Accounts	...	...	...	5	4	6	1,9	4	2,3	1,1	7,2
TOTAL	Accounts	1896-97 .	9	1,0	1,6	4	22,2	17,0	5,7	17,1	25,0	90,9
	Budget	...	9	3,3	1,6	2	23,7	19,2	5,8	15,2	15,0	84,9
	Revised	1897-98 .	9	1,2	2,4	5	23,9	19,2	5,9	15,9	15,2	85,1
	Accounts	...	9	9	2,5	5	23,7	19,7	5,7	18,1	15,7	87,7
			Ster- ling.	Ex- change.	TOTAL.							
England	Accounts	1896-97 .	1,7	1,1	2,8	Total, including England.	Accounts		1896-97 .			
	Budget	...	1,6	1,1	2,7		Budget		...			
	Revised	1897-98 .	1,6	9	2,5		Revised		1897-98 .			
	Accounts	...	1,6	9	2,5		Accounts		...			

133. The Indian receipts under this head exceeded the Budget Estimate by 2,8, but fell short of actuals of the previous year by 3,2. The improvement, as compared with the Budget, was mainly due to increases under *Lunatic Asylum Receipts* (1,5), chiefly in Burma (5), and the North-Western Provinces (9), the former being due to larger receipts from non-pauper patients, in consequence of the extension of the Rangoon Lunatic Asylum buildings, and the latter to improved receipts from the Dairy farm attached to the Lunatic Asylum, Bareilly; and under *Other Receipts* (2,7), contributed chiefly by Madras (1,1) owing to the transfer to this head from XXV.—Miscellaneous receipts from private scavenging fees and sale-proceeds of manure and street sweepings, and by Bombay (6), owing to the adjustment of the value of medicines returned to the Medical Store Department by Civil Officers. The small decrease of 5 under *Contributions* was the result of considerable variations in the different Provinces, the principal of which are decreases of 2,6 in the Central Provinces and of 8 in the North-Western Provinces, owing to contributions towards local dispensaries, village sanitation works, and vaccination having fallen off; and of increases of 1,4 in Bengal, owing to a special contribution paid by the Chittagong Municipality; and of 1,9 in Madras due to large contributions from private individuals, chiefly in the districts of Vizagapatam, Tinnevely, North Arcot, and Trichinopoly.

## XXI.—Scientific and other Minor Departments.

			India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Receipts on account of Experimental Cultivation.	Accounts	1896-97 .	...	4	4	...	2	2,6	9	...	1,4	5,9
	Budget	...	...	2	6	...	2	1,9	1,0	...	8	4,7
	Revised	1897-98 .	...	4	5	...	2	1,9	1,3	...	1,3	5,0
	Accounts	...	...	4	5	...	2	1,6	1,2	...	1,1	5,0
Botanical and other Public Garden Receipts.	Accounts	1896-97 .	...	1,1	...	...	4	4,2	5,2	3	2	11,4
	Budget	...	...	1,1	...	...	5	4,3	5,0	4	2	11,5
	Revised	1897-98 .	...	1,0	...	...	3	4,2	5,1	3	2	11,1
	Accounts	...	1	1,0	...	...	5	4,3	5,3	4	3	11,9

Section D.—RECEIPTS BY CIVIL DEPARTMENTS—*continued.*XXI.—Scientific and other Minor Departments—*continued.*

			India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.	
Cinchona Plantations.	{	Accounts 1896-97 . .	...	...	...	...	16,1	...	...	14,7	...	30,8	
		Budget . .	...	...	...	...	17,4	...	...	11,5	...	28,9	
		Revised . .	...	...	...	...	17,7	...	...	10,0	...	27,7	
		Accounts . .	...	...	...	...	17,8	...	...	9,9	...	27,7	
Receipts on account of Public Exhibi- tions and Fairs.	{	Accounts 1896-97 . .	1	1	...	...	5	3,0	3,5	...	1,4	8,6	
		Budget . .	1	5	...	...	7	5,0	6,6	...	3	13,2	
		Revised . .	2	4	...	...	5	5,4	4,0	...	1	10,6	
		Accounts . .	...	2	...	...	4	5,1	6,0	...	1	14,8	
Veterinary and Stal- lion Receipts.	{	Accounts 1896-97 . .	7	...	...	...	5	4	5	...	1,1	3,2	
		Budget . .	4	1	...	...	5	5	5	...	1,3	3,3	
		Revised . .	4	...	...	...	5	4	5	...	1,6	3,4	
		Accounts . .	4	1	...	...	6	4	5	...	1,7	3,7	
Labour and Emi- gration.	{	Accounts 1896-97 . .	...	1,0	...	9,0	5,0	...	...	9	...	15,9	
		Budget . .	...	3	...	8,7	4,8	...	...	8	...	14,6	
		Revised . .	...	1	...	10,6	5,2	...	...	9	...	16,8	
		Accounts . .	...	3	...	10,7	4,9	...	...	9	...	16,8	
Sale of Maps, In- struments, etc., by the Survey and Mathematical In- struments Depart- ment.	{	Accounts 1896-97 . .	9,9	...	...	...	...	...	...	...	...	9,9	
		Budget . .	8,6	...	...	...	...	...	...	...	...	8,6	
		Revised . .	8,7	...	...	...	...	...	...	...	...	8,7	
		Accounts . .	10,0	...	...	...	...	...	...	...	...	10,0	
Other Receipts	{	Accounts 1896-97 . .	5	...	2	...	6	2	1,1	11,3	1,4	15,3	
		Budget . .	8	...	2	...	5	2	9	10,8	1,7	15,1	
		Revised . .	7	...	1	...	6	1	1,7	11,5	1,3	16,0	
		Accounts . .	6	...	1	...	4	1	1,2	11,7	2,1	16,2	
TOTAL	{	Accounts 1896-97 . .	11,2	2,6	6	9,0	23,3	10,4	11,2	27,2	5,5	101,0	
		Budget . .	9,9	2,2	8	8,7	24,6	11,9	14,0	23,5	4,3	99,9	
		Revised . .	10,0	1,9	6	10,6	25,0	12,0	12,6	22,7	4,5	99,9	
		Accounts . .	11,1	2,0	6	10,7	24,8	11,5	14,2	22,9	5,3	103,1	
			Ster- ling.	Ex- change.	Total.								
England	{	Accounts 1896-97 . .	5	3	8	Total, including England.						Accounts 1896-97 . .	101,8
		Budget . .	3	2	5							Budget . .	100,4
		Revised . .	3	2	5							Revised . .	100,4
		Accounts . .	3	2	5							Accounts . .	103,6

134. The Indian receipts under this head showed a small increase of (3,2) over the Budget Estimate, and of 2,1 over the actuals of the previous year. The principal variations are decreases of 1,6 in Madras under *Cinchona Plantations*, owing chiefly to a reduction in the price of quinine supplied to Government Medical Depôts, and of 1,4 under *Receipts on account of Public Exhibitions and Fairs*, owing mainly to the prevalence of famine; and increases of 2,2 under *Labour and Emigration*, chiefly in Assam, owing to the large number of labourers imported, and of 1,4 under *Sale of Maps, Instruments, etc.*, due to sale of Archaeological paintings not anticipated.



## Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
15,445,2	EXPENDITURE . . . . .	15,467,8	15,721,3	15,731,6

135. The expenditure in this section showed an increase of 271,8 as compared with the Budget Estimate, and of 294,4 as compared with the actuals of the previous year. As compared with the Budget Estimate the largest increase occurred under Medical, where there was an excess of 278,6, due to charges connected with the bubonic plague in all the provinces except Burma and Assam. There was an excess of 79,7 under Law and Justice—Jails, and of 49,6 under Police, due chiefly to the high prices of food grains and payment of grain compensation. Part of the excess under Jails was due to an increase of jail population in some provinces, and under Police, to charges connected with the plague. There was an increase of 16,2 under Law and Justice—Courts of Law, chiefly under Criminal Courts. These excesses were largely counterbalanced by savings under the other heads, the principal of which were 45,1 under Education, spread over all the provinces, and due chiefly to some special provisions not having been utilized and to loose estimating in respect of Local charges, and 49,8 under Political, due mainly to the subsidy of the Amir of Afghanistan not having been fully drawn.

136. Of the excess, as compared with the previous year, 278,7 occurred under Medical, 77,3 under Police, and 38,6 under Law and Justice—Jails, due mainly to the causes named above, and 38,2 under Law and Justice—Courts of Law, due chiefly to larger payments of grain compensation. These excesses were partly counterbalanced by decreases, the chief of which were 69,5 under Political, due partly to the subsidy of the Amir of Afghanistan not having been fully drawn and to payment of arrears of his subsidy in the previous year, 41,2 under Marine, of which 19,1 occurred in the expenditure in England and 22,1 in India, due to less payments of exchange compensation allowance and the special payment in 1896-97 in Madras to the Harbour Trust Board, in satisfaction of its claim against the Madras Port Fund, and 28,7 under General Administration in the expenditure in England.

## 18.—General Administration.

			India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Salaries of Governor General, Govern- ors, Lieutenant- Governors, and Chief Commis- sioners, including Commissioner in Sind and his es- tablishment.	Accounts	1896-97 .	25,4	5,1	9,9	5,4	10,0	9,9	10,4	11,9	24,2	11,22
	Budget		25,4	5,1	8,0	5,1	9,9	9,9	9,9	12,3	24,6	110,2
	Revised	1897-98 .	25,2	5,1	9,4	5,0	10,7	9,7	9,6	12,1	24,5	111,3
	Accounts		25,2	5,1	9,4	5,0	10,9	9,7	9,6	12,1	24,7	111,7
Staff and Household	Accounts	1896-97 .	22,2	6	2,0	1,4	3,2	4,9	2,3	13,5	23,2	73,3
	Budget		22,5	6	2,0	1,5	3,4	4,7	2,3	13,7	20,7	71,4
	Revised	1897-98 .	22,5	6	2,6	1,4	3,7	4,2	2,2	13,6	25,6	76,4
	Accounts		27,3	6	2,6	1,4	3,7	3,7	2,3	13,6	26,2	81,4
Durbar Fund	Accounts	1896-97 .	16,3	...	...	...	...	...	...	...	...	16,3
	Budget		16,5	...	...	...	...	...	...	...	...	16,5
	Revised	1897-98 .	16,8	...	...	...	...	...	...	...	...	16,8
	Accounts		17,8	...	...	...	...	...	...	...	...	17,8
Executive Council	Accounts	1896-97 .	38,7	...	...	...	...	...	...	13,4	14,4	66,5
	Budget		39,0	...	...	...	...	...	...	13,4	13,0	65,4
	Revised	1897-98 .	38,6	...	...	...	...	...	...	13,1	12,7	64,4
	Accounts		38,1	...	...	...	...	...	...	13,0	12,7	63,8
Legislative Council	Accounts	1896-97 .	25,2	...	5	...	2,8	2	2	2,1	...	31,0
	Budget		26,4	...	...	...	2,6	3	...	2,4	1	31,8
	Revised	1897-98 .	28,1	...	6	...	2,5	5	...	2,2	...	33,9
	Accounts		28,3	...	7	...	2,6	5	...	1,7	...	33,8

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*18.—General Administration—*continued.*

				India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Secretariat	{	Accounts	1896-97	216,4	15,0	27,6	11,5	58,2	33,3	25,6	36,2	51,8	475,6
		Budget		213,7	13,5	28,2	11,5	57,7	30,0	26,6	37,3	43,9	474,0
		Revised		232,6	10,1	26,9	12,0	59,0	35,5	25,6	36,4	54,5	498,6
		Accounts	1897-98	230,2	17,3	26,8	12,1	59,1	35,0	25,5	36,5	54,0	497,1
Tour Charges	{	Accounts	1896-97	19,5	1,9	1,3	5	3,2	5,6	7,0	2	7	39,9
		Budget		17,6	2,9	9	7	3,4	5,6	6,0	3	6	38,0
		Revised		18,9	2,4	1,1	6	3,4	5,7	5,8	2	5	38,6
		Accounts	1897-98	15,2	1,7	7	5	3,6	0,3	5,8	5	3	34,6
Board of Revenue and Financial Commissioner.	{	Accounts	1896-97	...	...	10,7	...	29,1	26,2	19,1	17,6	...	102,7
		Budget		...	...	11,2	...	28,8	26,1	19,2	17,5	...	102,8
		Revised		3	...	10,9	...	27,9	25,8	15,8	19,8	...	100,5
		Accounts		5	...	10,9	...	28,4	25,3	15,2	19,0	...	99,8
Commissioners	{	Accounts	1896-97	1	21,7	42,6	6,4	61,7	51,5	35,8	...	23,1	242,9
		Budget		1	21,3	42,7	5,6	59,1	50,0	35,8	...	24,2	239,1
		Revised		1	21,5	41,1	5,5	57,7	50,5	34,9	...	24,1	235,4
		Accounts		9	21,1	41,4	5,4	60,2	51,6	35,1	...	24,3	240,0
Inspector-General of Stamps, Regis- tration, Excise, Jails and Police.	{	Accounts	1896-97	...	3,1	...	5,4	...	5,1	5,3	...	6,2	25,1
		Budget		...	3,2	...	5,5	...	5,2	5,4	...	5,7	25,0
		Revised		...	3,2	...	4,8	...	5,1	5,5	...	5,5	24,1
		Accounts		...	3,1	...	4,8	...	4,9	5,4	...	5,6	23,8
Account Offices	{	Accounts	1896-97	64,5	10,4	25,9	5,3	38,4	23,0	16,5	26,1	27,9	238,0
		Budget		60,2	10,5	27,1	5,3	36,9	27,2	17,1	25,7	29,0	245,0
		Revised		62,9	9,7	27,1	5,4	37,2	24,2	17,3	25,4	26,1	235,3
		Accounts		63,4	9,9	27,1	5,4	37,5	23,9	17,3	25,4	27,7	237,6
Paper Currency Office.	{	Accounts	1896-97	11,7	...	3,0	...	...	1,2	1,2	7,0	9,2	33,3
		Budget		11,3	...	2,9	...	...	1,3	1,2	3,0	8,9	28,6
		Revised		12,2	...	2,8	...	...	1,3	1,3	3,1	9,7	30,4
		Accounts		12,1	...	2,7	...	...	1,2	1,4	3,1	9,9	30,4
Allowance to Pre- sidency Banks.	{	Accounts	1896-97	16,7	...	...	...	2,2	...	...	3,0	8,0	29,9
		Budget		17,1	...	...	...	...	...	...	2,7	4,3	24,1
		Revised		17,7	...	...	...	...	...	...	2,7	5,9	26,3
		Accounts		13,7	...	...	...	...	...	...	2,7	6,1	22,5
General Establish- ment of Local Fund Offices.	{	Accounts	1896-97	2	3,2	4	3	30,7	7,0	14,3	33,2	10,7	100,0
		Budget		2	3,4	4	3	30,0	7,4	13,9	34,5	11,2	101,3
		Revised		1	4,1	4	3	27,5	6,9	14,3	33,5	12,9	100,0
		Accounts		1	4,0	4	3	22,7	6,8	14,2	33,6	11,0	93,1
Reserve Treasuries	{	Accounts	1896-97	6	...	...	...	...	...	...	...	...	6
		Budget		6	...	...	...	...	...	...	1	...	7
		Revised		6	...	...	...	...	...	...	1	...	7
		Accounts		6	...	...	...	...	...	...	...	...	6
TOTAL INDIA	{	Accounts	1896-97	457,5	61,0	123,9	36,2	239,5	167,9	137,7	164,2	199,4	1,587,3
		Budget		450,6	60,5	123,4	35,5	232,1	174,3	137,4	162,9	191,2	1,573,9
		Revised		476,6	62,7	122,9	35,0	229,6	169,4	132,3	162,2	202,0	1,592,7
		Accounts		473,4	62,8	122,7	34,9	228,7	170,0	131,8	161,2	202,5	1,588,0
England	{	Accounts	1896-97	260,3	172,0	432,3	Total, including England.						2,019,6
		Budget		250,4	169,2	425,0							1,999,5
		Revised		259,4	145,3	404,7							1,997,4
		Accounts		257,8	145,1	402,9							1,999,9
Excess over Budget Grant	{	Imperial		16,8	...	4	1	4	...	3	...	1,4	10,4
		Provincial		...	2,3	...	...	...	...	...	...	9,0	12,2
Excess sanctioned by Local Government				...	7	...	1	...	...	...	9,1	9,9	
" " " Imperial Government				15,9	1,6	...	...	...	...	...	1,9	19,4	
" " " awaiting sanction of the Imperial Government.				9	...	4	...	4	...	3	...	3	2,3
Extra charges due to Famine				3,6	1,8	...	...	1,4	5,9	7	2,6	2,4	18,4
Savings under Exchange Compensation Allowance				2,5	1	9	3	1,6	1,8	9	1,1	7	9,9



Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*18.—General Administration—*continued.*

137. The Indian expenditure exceeded the Budget Estimate and the actuals of the previous year by 14,1 and 7 respectively. The excess over the Budget occurred chiefly in India and Bombay; all the other Provinces except the Central Provinces, where there was a petty excess, showed small savings. The excess occurred chiefly under *Secretariat*, and was due in India mainly to increased telegram charges owing to famine and the disturbance on the North-West Frontier, and in Bombay to the appointment of an additional Under Secretary, and heavy expenditure on temporary establishment and telegram charges in connection with the plague.

138. Under *Salaries of Governor General, Governors, etc.*, the excess of 1,4 in Burma was due to the province having been raised to the status of a Lieutenant-Governorship with effect from 1st May 1897, and that of 1,0 in Bengal was due to arrangements consequent on the grant of medical leave to Sir Alexander Mackenzie. Under *Staff and Household* the excess of 4,8 in India was due chiefly to increased Hill Journey charges and allowances (2,7) and to heavy telegram charges (2,2); that of 6 in Burma was due to the change in the status of the Province, and that of 5,5 in Bombay chiefly to heavy telegram charges in connection with the famine and plague; against these excesses there was a saving of 1,0 in the North-Western Provinces due to low expenditure for contract contingencies. The saving under *Executive Council* was the result of the stoppage of exchange compensation allowance to Members of the Council. Under *Legislative Council* the excess in India was chiefly due to larger payments of salaries and travelling allowances of non-official members of the Viceregal Council (1,0) owing to a larger number of such members being present on duty, to the absence of an officer on privilege leave (4), and to payment of a reward for preparing an index of Enactments (5); in Burma no provision was made for a Legislative Council; and in Madras the saving was due to the non-payment of 5 provided for the Member, Viceregal Council, and to saving in the salary of the Assistant Secretary.

139. The *Secretariat* charges exceeded the Budget by 23,1, of which 16,5 was in India, 3,8 in the Central Provinces, 7 in Assam, 1,4 in Bengal, and 1,5 in Bombay, counterbalanced by savings of 1,4 in Burma, of 1,0 in the North-Western Provinces, of 1,1 in Punjab and of 8 in Madras. The details of the India Secretariat charges are given below:—

1896-97. Accounts.		Secretariat (India).	Budget.	1897-98. Revised.	Accounts.
29,8	Financial Department	. . . . .	29,7	29,7	29,3
6,9	Statistical Department	. . . . .	7,5	7,8	7,8
28,0	Home Department	. . . . .	23,9	28,0	28,9
40,1	Foreign Department	. . . . .	43,7	49,1	44,8
25,6	Revenue and Agriculture	. . . . .	23,5	28,2	27,5
7	Translator's Department	. . . . .	7	7	8
32,2	Public Works Department	. . . . .	31,3	30,1	31,9
3,3	Government Record Department	. . . . .	3,9	3,3	3,3
49,8	Military Department	. . . . .	49,5	55,7	55,9
216,4		TOTAL	213,7	232,6	232,2

140. The excess in the Home Department (5,0) was due chiefly to telegram charges connected with the famine (3,4), to the payment of arrear and transit pay of an officer, and the appointment of an officer on special duty (1,1); that in the Foreign Department (1,1) was due to heavy telegram charges (2,1), counterbalanced by savings under Salaries owing to the appointment of officers on lower pay provided for (6) and under Establishment (5). The excess over the previous year was in telegram charges. The excess in the Revenue and Agricultural Department was chiefly due to high telegram charges (3,3), and to absence of officers on privilege leave (9), and other petty excesses, partly counterbalanced by savings in the grant for special charges for famine correspondence (1,7). That in the Military Department (6,4) was due to high telegram charges chiefly connected with the North-West Frontier disturbances (5,9), and Hill Journey allowances (5). The excess over the previous year was due to the high telegram charges. The small excess of 6 in the Public Works Department was due to the absence of officers on privilege leave (1,1), to Hill Journey charges and allowances (5), counterbalanced by savings in establishment charges (1,1). The excess in the Central Provinces was chiefly due to the appointment of an additional officer for the disposal of famine work (1,5), to officers on special duty (7), and to the absence of officers on leave (9). In Assam it was due to extraordinary expenditure in consequence of the earthquake. In Bengal it was due to absence of officers on leave, and increased establishment and contingent charges, and in Bombay to increased expenditure connected with the plague, as explained above. The saving in Burma was chiefly due to the appointment of officers on lower salaries than those provided for, and to less outlay on postage telegrams and miscellaneous charges. In the North-Western Provinces it was due to the termination of the appointment of the Scarcity Secretary earlier than was anticipated

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*18.—General Administration—*continued.*

(6), and to less establishment charges (4). In the Punjab the provision for the re-organization of the gazetted staff was not utilised, and in Madras it was due to savings under Establishment resulting from re-organization and the absence of an officer on leave, partly counterbalanced by the entertainment of extra establishment in connection with famine work. Under *Tour charges* the saving in India was chiefly under charges for special trains, while the excess in the North-Western Provinces was due to high tour expenses of the Lieutenant-Governor. Under *Board of Revenue and Financial Commissioner* the saving of 4.1 in Punjab was due to the abolition of the appointment of Second Financial Commissioner. In India the charge represents the arrear and transit pay of the Hon'ble Mr. Rivaz prior to his taking charge of the Home Department; and in Madras the excess was due partly to the salary of the Famine Commissioner and partly to the grant of privilege leave. Under *Commissioners* the excess in India (8) was due to the payment of arrear and transit pay of Messrs. Holderness, Fuller and James prior to their taking up appointments under the Government of India; in Bengal the excess (8) was due to the absence of officers on privilege leave, partly counterbalanced by savings under contingencies; the excess in the North-Western Provinces (1.6) was due to the absence of officers on privilege leave, and entertainment of temporary establishment for famine work (9) and to increased expenditure on contingencies (1.0); in Burma the saving (1.4) occurred chiefly under diet and travelling allowance of witnesses, contingencies, and exchange compensation allowance; the saving (7) in Punjab occurred under allowances and contingencies. Under *Inspector-General of Stamps, Registration, etc.*, the saving in Assam was due to the lower rate of pay and personal allowance drawn by the present Inspector-General. The total charges for *Account and Currency Offices* are shown below:—

		Civil Account.	Currency Offices.	Total Civil Account and Currency Offices.	Office of A. G., P. W. Dept.	TOTAL.
Accounts	1896-97	213.7	33.3	247.0	24.3	271.3
Budget	.	220.0	28.6	248.6	25.0	273.6
Revised	1897-98	211.6	30.4	242.0	23.7	265.7
Accounts	.	214.1	30.4	244.5	23.5	268.0

141. The savings under civil account offices were due to the absence of officers on furlough, deputation, and the delay in the introduction of the outside audit scheme in the North-Western Provinces and partly also to the change in system of adjusting recoveries from Incorporated Local Funds on account of audit fees now accounted for by deduction from this head by debit in the local section under *General Establishment of Local Fund Officer*. The excess under Currency offices was due to the grant of privilege leave to officers, revision of establishment in Calcutta, and high charges for extra shroff, travelling and contingencies in Bombay. Under *Allowance to Presidency Banks* the saving in India was due to the non-payment to the Bank of Bengal of the allowance for general treasury duties (4.4), while in Bombay the excess was due to the payment to the Bank of Bombay, during 1897-98, of the 2nd instalment for 1896-97 of the charge on account of public debt duties. Under *General Establishment of Local Fund Officers* the excess in the Central Provinces and Bombay was due to the change in the method of adjusting recoveries of audit fees referred to above; in Bengal the charges were exceptionally low, and in Madras the increase expected with the establishment of additional Panchayet unions was over-estimated.

142. In the expenditure in England there was an increase of 2.6 in telegram charges, and of 2.3 on account of the additional store to the India Office Building, partly counterbalanced by a decrease of 2.8 in salaries, and 1.0 in charges of the Store Department.

## 19A.—Law and Justice—Courts of Law.

		India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bom- bay.	TOTAL.
High Court, Chief Courts, Recorder's Court, and Judicial Commissioner.	Accounts . 1896-97 .	7	7.5	20.4	...	115.4	56.8	33.2	55.6	69.9	350.5
	Budget .	1.0	6.5	20.2	...	116.4	57.2	33.0	50.0	70.8	361.7
	Revised . 1897-98 .	1.0	6.0	19.9	...	116.0	57.8	34.2	57.5	60.8	362.2
	Accounts .	1.0	6.0	19.8	..	115.8	58.3	34.5	57.0	70.0	363.0
Law Officers .	Accounts . 1896-97 .	3	3	6.6	7	33.5	17.2	7.8	15.0	20.3	101.7
	Budget .	3	5	7.2	1.0	31.6	14.2	8.7	15.3	19.6	98.4
	Revised . 1897-98 .	3	3	5.6	8	31.4	14.3	11.4	13.7	19.2	97.0
	Accounts .	3	5	5.5	7	32.1	13.8	12.4	14.7	20.6	100.6
Civil and Sessions Courts.	Accounts . 1896-97 .	8.3	11.5	14.4	19.8	473.1	250.2	125.1	248.0	196.3	1,346.7
	Budget .	8.3	15.7	14.8	20.0	469.3	251.4	126.2	253.9	193.7	1,355.3
	Revised . 1897-98 .	8.1	11.8	14.3	20.5	479.0	252.6	121.3	245.0	197.5	1,350.1
	Accounts .	8.3	11.4	14.1	21.0	482.8	251.0	122.7	240.3	195.1	1,352.7



## Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—continued.

## 19A.—Law and Justice—Courts of Law—continued.

		India.	Central Prov. inces.	Burma.	Assam.	Bengal	N.W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Courts of Small Causes.	Accounts 1896-97 .	4	3.4	3.9	...	17.2	6.5	3.4	8.8	24.2	67.8
	Budget .	4	3.5	4.4	...	17.7	6.6	3.4	9.5	24.9	70.4
	Revised .	4	3.5	4.2	...	16.7	6.7	3.9	9.1	24.0	68.5
	Accounts .	4	3.4	4.2	...	16.5	6.6	3.6	9.4	24.1	68.2
Criminal Courts	Accounts 1896-97 .	15.6	71.0	189.5	37.4	238.4	190.1	159.8	117.2	132.1	1,151.1
	Budget .	15.7	74.0	190.2	40.1	242.1	190.9	155.5	115.8	135.9	1,160.2
	Revised .	15.5	77.1	191.3	39.1	245.7	193.5	158.8	119.4	135.7	1,181.1
	Accounts .	15.6	75.7	189.6	39.2	248.0	200.4	158.0	119.6	133.5	1,179.6
Other Courts of Jus- tice.	Accounts 1896-97 .	...	...	...	...	7.2	...	...	5.3	10.0	22.5
	Budget .	...	...	...	...	7.7	...	...	5.2	9.7	22.6
	Revised .	...	...	...	...	7.1	...	...	5.2	9.9	22.2
	Accounts .	...	...	...	...	6.9	...	...	5.2	9.6	21.7
Other Charges (Pleadship Ex- aminations).	Accounts 1896-97 .	...	...	...	...	1.6	6	...	4	...	2.6
	Budget .	...	...	...	...	1.4	8	...	4	...	2.6
	Revised .	...	...	...	...	1.6	8	...	4	...	2.8
	Accounts .	...	...	...	...	1.3	8	...	4	...	2.5
Refunds	Accounts 1896-97 .	5	1.2	7.6	8	9.0	3.7	5.9	9.1	3.6	41.4
	Budget .	6	1.3	7.2	7	11.0	4.4	5.6	10.0	3.5	44.3
	Revised .	5.6	1.3	7.5	9	8.5	3.6	4.4	9.2	2.6	43.6
	Accounts .	6.3	1.2	8.1	9	7.7	3.4	4.6	9.3	2.7	44.2
TOTAL	Accounts 1896-97 .	25.8	94.9	242.4	58.7	895.4	525.1	335.2	459.4	456.4	3,093.3
	Budget .	26.3	101.5	244.0	61.8	894.2	525.5	332.4	466.7	463.1	3,115.5
	Revised .	30.9	100.0	242.8	61.3	906.0	534.3	334.0	459.5	458.7	3,127.5
	Accounts .	31.9	98.2	241.3	61.8	911.1	534.3	335.8	462.5	455.6	3,132.5
		Ster- ling.	Ex- change.	TOTAL.							
England	Accounts 1896-97 .	1.4	9	2.3	Total, including England.						
	Budget .	1.3	8	2.1							
	Revised .	1.1	6	1.7							
	Accounts .	8	5	1.3							
		Accounts .	Budget .	Revised .	Accounts .	1896-97 .	3,095.6				
		Budget .	Revised .	Accounts .	Budget .	1897-98 .	3,117.6				
		Revised .	Accounts .	Budget .	Revised .	1897-98 .	3,129.2				
		Accounts .	Budget .	Revised .	Accounts .	1897-98 .	3,133.8				
Excess over Budget Grant		Imperial .	5.6	...	...	...	...	...	...	...	5.6
		Provincial .	...	...	...	16.9	8.8	3.4	...	...	29.1
Excess sanctioned by Local Government		...	...	...	...	16.9	8.8	2.9	...	...	28.6
" awaiting sanction of		Imperial .	5.6	...	...	...	...	...	...	...	5.6
the Imperial Govern- ment.		Provincial .	...	...	...	...	...	5	...	...	5
Extra charges due to Famine		1	6.3	2	...	16.6	8.5	1.7	1.0	4.8	39.2
Savings under Exchange Compensation Allowance.		1	1.8	1.2	6	2.4	1.8	2.6	2.7	3.7	16.9

143. The Indian expenditure exceeded the Budget Estimate and the actuals of the previous year by 17.0 and 39.2, respectively. The largest difference, as compared with the Budget, occurred under *Criminal Courts* (19.4), chiefly in Bengal (5.9), North-Western Provinces (9.5), Punjab (2.5), and Madras (3.8). The excess in Bengal was due to payment of grain compensation (2.1) and to increased expenditure on travelling (3.8); these reasons also account for the increase over the previous year's actuals; in the North-Western Provinces it was due partly to the large number of officers present on duty in consequence of the famine (4.9), the prevalence of which and of plague resulted in extended tours causing an increase of travelling allowances (2.2), and more contingent expenditure (1.9); the excess over the actuals of the previous year was due chiefly to these causes; in the Punjab the increase occurred chiefly in charges for temporary establishment (1.8), for diet and road money of witnesses (1.0), and for contingencies (1.0), partly counterbalanced by a saving of (1.4) under Salaries and Exchange Compensation Allowances, and in Madras it was chiefly due to the extra expenditure entailed by the famine. There was also a small excess in the Central Provinces due to indirect famine charges. Under *High Court, etc.*, the principal variations are an excess of 1.1 in the North-Western Provinces owing chiefly to the entertainment of a second Additional Judicial Commissioner, sanctioned during the year, and of his establishment for two months; of 1.5 in Punjab due to the appointment of a sixth Judge for a portion of the year; and of 1.0 in Madras chiefly on account of printing executed by the High Court on behalf of Suitors (1.5), partly counterbalanced by savings due to the absence of two Puisne Judges on leave without allowances. The variations under *Law Officers* are chiefly due to higher payments of pleaders' and barristers'

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*19A.—Law and Justice—Courts of Law—*continued.*

fees for Civil and Criminal cases in Bengal (5), Punjab (3,7), and Bombay (1,0), counterbalanced by less charges on this account in the North-Western Provinces (4) and Madras (6), and to savings under salaries in Burma (1,7). In the aggregate the differences under *Civil and Sessions Courts* is a small saving of 2,6, but variations are considerable in some of the Provinces; the more important are an excess of 16,5 in Bengal, of which 12,1 was on account of grain compensation allowance, 2,2 on account of grant of privilege leave to Subordinate Judges and Munsiffs, and 1,9 on account of remuneration of copyists and temporary establishment, and savings in the Central Provinces (4,3), Punjab (3,6), Madras (7,6), and Bombay (3,6), due largely to the absence of officers on leave and to vacancies; other causes of variations are in Punjab less expenditure on grain compensation (1,1) and allowances and contingencies (1,0), and in Madras the discontinuance of the appointment of a Civilian Subordinate Judge (1,0), and less expenditure on Process-serving establishment (1,1) and contingent charges (1,1); in Bombay the saving due to the above cause and to less expenditure on temporary establishments was partly counterbalanced by higher charges for travelling, owing to judicial establishment being employed on plague duty, for grain compensation allowance, and for diet and road money of witnesses. There was an excess of 1,0 in Assam due to extraordinary expenditure in connection with the earthquake, and the grant of grain compensation allowance. Under *Courts of Small Causes* the only noteworthy differences are the savings in Bengal (1,2) and Bombay (8), the former being due to the absence of Judges on leave, and the latter to the deputation of two Judges to other appointments, owing to decrease of work in the court on account of the plague in Bombay. Under *Refunds* the charges are of a fluctuating nature, and in India proved unusually high owing to heavy refunds of lapsed estates in the hands of the Administrator-General, Bengal.

144. The Budget Estimate in England provided for the out fit of two Judges expected to come out to India, but none came.

## 19B.—Law and Justice—Jails.

			India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Jail Manufactures	Accounts	1896-97 .	1,1	17,0	22,3	8	87,7	20,6	15,5	31,3	9,6	205,9
	Budget .		1,1	33,7	24,5	9	73,8	27,8	15,1	36,0	10,1	223,0
	Revised	1897-98 .	1,0	22,1	23,9	6	85,0	18,1	14,6	31,0	6,5	202,8
	Accounts.		7	21,8	21,6	7	78,7	15,6	12,1	29,5	6,4	187,1
Other Jail Charges.	Accounts	1896-97 .	5,4	38,6	117,1	9,5	171,4	180,2	93,4	75,2	59,2	750,0
	Budget .		6,2	37,2	86,2	9,2	149,4	151,2	102,4	75,7	63,8	681,3
	Revised	1897-98 .	5,5	52,9	91,3	10,9	105,0	198,4	101,9	81,0	79,5	786,4
	Accounts.		5,6	54,6	82,6	11,3	173,1	195,1	104,1	86,3	81,0	793,7
Convict Charges at Port Blair, Nico- bars, and Straits Settlements.	Accounts	1896-97 .	126,3	...	...	...	...	...	...	...	...	126,3
	Budget		136,4	...	...	...	...	...	...	...	...	136,4
	Revised	1897-98 .	136,2	...	...	...	...	...	...	...	...	136,2
	Accounts.		137,9	...	...	...	...	...	...	...	...	137,9
TOTAL	Accounts	1896-97 .	132,8	55,6	139,4	10,3	259,1	200,8	108,9	106,5	68,8	1,082,2
	Budget .		143,7	70,9	110,7	10,1	223,2	179,0	117,5	111,7	73,9	1,040,7
	Revised	1897-98 .	142,7	75,0	115,2	11,5	250,0	216,5	116,5	112,0	86,0	1,125,4
	Accounts.		144,2	76,4	104,2	12,0	251,8	210,7	116,2	115,8	87,4	1,118,7
			Ster- ling.	Ex- change.	Total.							
England	Accounts	1896-97 .	8	5	1,3	Total, including land.				Accounts . 1896-97 Budget . 1897-98 Revised Accounts .	1,083,5	
	Budget .		1,0	7	1,7						1,042,4	
	Revised	1897-98 .	2,2	1,2	3,4						1,128,8	
	Accounts.		2,2	1,2	3,4						1,122,1	
Excess over Budget Grant .			Imperial	5	...	...	...	...	...	...	...	5
			Provincial	...	5,5	...	1,9	28,6	31,7	...	4,1	85,3
Excess sanctioned by Local Government .			...	1,4	...	1,9	28,4	...	...	4,1	13,5	49,3
" " Imperial Government .			...	4,1	...	...	...	31,7	...	...	...	35,8
" awaiting sanction of the Imperial Government .			5	...	...	...	...	...	...	...	...	5
			Provincial	...	...	...	2	...	...	...	...	2
Extra charges due to Famine . . . . .			9,4	10,3	2	...	33,0	52,5	17,9	1	11,5	134,9
Savings under Exchange Compensation Al- lowance . . . . .			3	...	2	...	3	2	2	3	2	1,7



Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*19B.—Law and Justice—Jails—*continued.*

145. The Indian expenditure exceeded the Budget Estimate and the actuals of the previous year by 78,0 and 35,5 respectively. The excess occurred wholly under *Other Jail Charges* (112,4), and was contributed by every province except India and Burma. It was due chiefly to high prices of food grains and to purchase of grain for stock in anticipation of a still further rise, and to high jail population in the North-Western Provinces and the Punjab. Other causes, however, contributed to this excess, the following are the most important. In Bengal there were excesses under Hospital and Sanitation charges (2,6), charges for moving prisoners (1,5), grain compensation (2,2), live stock, tools and plant (2,0), and under charges for police custody (1,4): these excesses were partly counterbalanced by savings, chiefly under supplies and services (1,7), and charges for clothing and bedding for prisoners (9); in the North-Western Provinces there were increases under Hospital charges (2,8), charges for moving prisoners (2,5), and clothing and bedding of prisoners (1,5): these excesses were counterbalanced to the extent of 2,3 by savings mainly under salaries and Establishment; and in Bombay clothing and bedding charges showed an excess of (3,0). The saving in Burma was due chiefly to the release of 2,021 prisoners on the occasion of the Diamond Jubilee, and to a falling off in the number of admissions (10,4), counterbalanced by an excess of 6,8 due to purchase of grain for a reserve stock. The larger figure of 1896-97 was due to larger jail population, to heavier purchases of grain in advance, and to high prices of grain. Under *Jail manufacture* the saving in the Central Provinces (11,9) was due to the Reformatory School having failed to obtain certain contracts provided for, and to the emaciated conditions of the convicts which rendered them incapable of remunerative labour. In Burma the purchases of raw material and tools and plants were small. In the North-Western Provinces the saving (12,2) was due to less expenditure on raw materials, owing to a low demand for jail manufacture in consequence of the famine, to the admission of prisoners in a debilitated condition and incapable of productive labour, and to the system of adjusting cost of raw materials manufactured for use in Jail departments, by credit to this head and debit to *Other Jail Charges*. In the Punjab the saving (3,0) was due to non-payment to Jailors of commission provided for (6), and to less charges for raw material due partly to less demand for bricks (6), and partly to the system of adjusting cost of raw materials manufactured for Jail departments; the variations between the two years were also due to those causes. In Madras the decrease (6,5) was due to a falling off in manufacturing operations due to the prevalence of cholera in certain jails; and in Bombay it was due chiefly to the method of adjusting the cost of raw material manufactured for use in Jail departments. The excess in Bengal (4,9) was the net result of an excess of 9,2 on freight on machinery, and tools and plant, and a saving of 4,3 due to less purchase of raw materials. The decrease as compared with the previous year was due to the large purchase of raw materials in 1896-97.

146. The excess under *Convict Charges at Port Blair, etc.*, was due chiefly to increased expenditure under Commissariat Supplies due to high prices of food grains (6,0), and under Marine Supplies (5), counterbalanced by savings under Salaries and Establishment (2,0), under Forest and Medical Supplies (2,8), and under Passage Money (3). The excess over the previous year occurred chiefly under Commissariat and Forest supplies.

147. The excess in England was due to a larger demand for stores than was expected.

## 20.—Police.

			India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bom- bay.	TOTAL.
Presidency Police	Accounts	1896-97 .	...	...	...	...	76,9	...	...	26,7	30,0	133,6
	Budget	.	...	...	...	...	75,3	...	...	27,0	30,6	132,9
	Revised	1897-98 .	...	...	...	...	76,6	...	...	25,8	34,0	136,4
	Accounts	.	...	...	...	...	78,6	...	...	27,2	36,1	141,9
Superintendence	Accounts	1896-97 .	...	5,5	13,7	...	16,6	15,8	14,2	16,9	8,9	91,6
	Budget	.	...	5,2	13,7	...	15,2	15,3	13,2	15,8	8,9	87,3
	Revised	1897-98 .	...	4,9	12,4	...	15,9	15,8	13,1	16,5	9,0	87,6
	Accounts	.	...	4,6	12,0	...	15,9	16,2	14,3	16,9	9,1	89,6
District Executive Force.	Accounts	1896-97 .	44,2	142,6	364,1	50,6	463,7	422,4	285,5	390,5	408,4	2,572,0
	Budget	.	43,8	138,2	379,3	51,6	449,2	446,2	270,1	378,8	410,6	2,567,8
	Revised	1897-98 .	43,2	148,0	372,5	52,6	481,1	438,4	273,4	386,9	442,2	2,638,3
	Accounts	.	41,9	149,4	373,0	52,5	491,8	437,0	270,7	385,7	439,5	2,641,5
Municipal and Can- tonment Police.	Accounts	1896-97 .	...	...	12,4	...	4,5	...	57,6	...	4,7	79,2
	Budget	.	...	...	12,8	...	4,5	...	57,4	...	4,7	79,4
	Revised	1897-98 .	...	...	13,2	...	4,8	...	57,9	...	5,2	81,1
	Accounts	.	...	...	13,1	...	5,1	...	58,5	...	5,2	84,9

## Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—continued.

20.—Police—*continued.*

			India.	Central Prov- inces.	Burma.	Assam,	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Government Rail- way Police.	{	Accounts 1896-97 .	4.5	2.3	8.8	1	12.1	9.9	17.4	2.3	8.7	66.1
		Budget .	3.8	2.1	2.8	1	12.9	13.9	14.9	9.4	9.0	68.9
		Revised .	4.0	2.2	...	1	13.2	13.7	17.0	6.0	9.2	65.4
		Accounts } 1897-98 .	4.5	2.5	...	2	12.9	14.5	18.7	6.9	9.3	69.0
Village Police	{	Accounts 1896-97 .	...	...	4.3	2	32.7	264.8	...	7	94.1	397.1
		Budget .	...	...	4.0	3	32.3	278.9	...	7	95.0	411.8
		Revised .	...	...	3.6	2	33.1	268.0	...	7	96.5	402.1
		Accounts } 1897-98 .	...	...	3.5	2	35.0	271.1	...	7	97.6	408.1
Special Police	{	Accounts 1896-97 .	...	...	496.8	96.9	45.5	7	32.8	1.5	45.9	720.1
		Budget .	...	4	500.3	97.1	51.4	7	35.0	1.4	46.3	732.6
		Revised .	...	...	497.0	92.8	41.9	6	33.3	1.4	47.2	714.2
		Accounts } 1897-98 .	...	...	503.6	87.3	34.4	6	34.1	1.5	46.7	708.2
Cattle Pounds	{	Accounts 1896-97 .	4	6.2	4	3.2	2.1	12.6	3.6	26.1	13.4	68.0
		Budget .	5	7.2	5	3.9	3.2	12.4	3.8	28.4	14.9	74.8
		Revised .	5	6.6	6	3.3	2.6	12.9	3.7	26.5	12.5	69.2
		Accounts } 1897-98 .	3	7.0	5	3.2	2.5	12.5	3.6	26.5	11.3	67.4
Other Charges	{	Accounts 1896-97 .	13.8	...	2.3	1	2.9	3.7	8	1	4.2	27.9
		Budget .	16.4	1	1.7	...	3.8	2	4	9	4.5	26.0
		Revised .	13.8	1	1.9	...	3.3	1	6	9	4.2	24.9
		Accounts } 1897-98 .	14.0	...	1.8	1	3.0	1	8	8	4.1	24.7
TOTAL	{	Accounts 1896-97 .	62.9	156.6	902.8	151.1	657.0	729.9	411.9	464.8	618.6	4,155.6
		Budget .	64.5	153.2	915.1	153.0	647.8	707.6	394.8	462.4	625.1	4,183.5
		Revised .	61.5	161.8	901.2	149.0	672.5	749.5	399.0	464.7	660.0	4,219.2
		Accounts } 1897-98 .	60.7	163.5	908.1	143.5	679.2	752.0	400.7	465.2	658.9	4,232.8
			Sterling	Ex- change.	Total.							
England	{	Accounts . 1896-97 .	6	4	1.0	Total, including England.						4,156.6
		Budget .	5	3	.8							4,184.3
		Revised .	7	4	1.1							4,220.3
		Accounts .	7	4	1.1							4,232.9
Excess over Budget Grant, Provincial			...	10.3	...	...	31.4	...	5.9	3.8	33.8	85.2
Excess sanctioned by Local Government			...	1.1	...	...	...	...	...	3.8	33.8	38.7
" " Imperial Government .			...	9.2	...	...	16.0	...	...	...	...	25.2
" awaiting sanction of the Imperial Govern- ment, Provincial			...	...	...	...	15.4	...	5.9	...	...	21.3
Extra charges due to Famine			1.5	12.4	1.1	...	37.6	11.3	5.6	4.4	33.6	107.5
Savings under Exchange Compensation Allowance			2	6	3.1	3	1.3	8	7	1.2	1.1	9.3

148. The Indian expenditure exceeded the Budget Estimate and the actuals of the previous year by 49.3 and 77.2 respectively. The excess as compared with the Budget was the result chiefly of an increase under *District Executive Force* (73.7) due mainly to payment of grain compensation, and to charges connected with the famine and plague, and a decrease of 24.4 under *Special Police* due mainly to less purchase of rations.

149. Expenditure in excess of the Budget occurred in the Central Provinces (10.3), Bengal (31.4), Punjab (5.9), Madras (3.8), and Bombay (33.8). The charges for grain compensation accounted for a considerable portion of the excess in each Province except Madras as shown below:—

	Presidency.	District.	Other heads.	TOTAL.
Central Provinces . . . . .	...	7,1	5	7,6
Bengal . . . . .	4,4	27,4	2,1	33,9
Punjab . . . . .	...	3,8	1,8	5,6
Bombay . . . . .	1,8	4,5	1,7	8,0
	6,2	42,8	6,1	55,1



Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*20.—Police—*continued.*

150. The variations under the several heads are generally due to the charges mentioned above, to the absence of officers on leave, and to Exchange Compensation Allowance. Important variations other than these are noticed below.

151. Under *Presidency Police* the excess in Bengal over the previous year was due to larger payments of grain compensation allowance; in Bombay the recovery of the Municipal Contribution fell short by 2,5, and the charges for private watchmen exceeded the provision by 5,6; there was a corresponding increase on the receipt side on this account (*vide* para. 130). These excesses were partly counterbalanced by savings due to the absence of the Commissioner on leave and in clothing charges and rents for Municipal Police. The excess over the previous year was due to the high charges for private watchmen. Under *Superintendence* the excess in Bengal (7) and part of that in Punjab (8) was due to the purchase of tents. The excess in the North-Western Provinces, and part of that in Madras was due to high tour and contingent charges. Under *District Executive Force*, the excess was mainly due to the payment of grain compensation allowance as shown above. It was also partly due in the Central Provinces to the employment of a large number of police owing to the famine (3,7), and to high travelling charges due to large remittances of treasure and frequent transfers of policemen (1,3). In Bengal too large a deduction for probable savings (8,0), to additional police for districts affected by famine and for plague duty (2,7), and to high travelling expenses (2,9); the excess over the previous year was chiefly due to payment of grain compensation. In Madras the increase was due to payments of famine batta and additional temporary police (4,4), increased outlay on clothing, arms, and accoutrements (1,6), contingent charges (1,4), and on travelling charges consequent chiefly on the famine (2,3). These increases were partly counterbalanced by savings under petty works of construction and repair (2,3), under salaries (5) and under hospital charges due to famine (6); and in Bombay the excess was partly due to additional police for plague duty (9,5), additional police at Poona (8,0), to high travelling charges (3,1), counterbalanced by saving under salaries and Exchange Compensation Allowance (1,4), under Establishment (2,2), clothing charges (3,6). The excess over the previous year was due to higher charges connected with the famine and plague. Savings occurred in India (1,6), Burma (6,3), and North-Western Provinces (9,1). In Burma, the saving was due, in addition to the general causes mentioned above, to a revision of the police force, to the non-amalgamation of the Port Trust police with the district police, and to the force having been below strength, partly counterbalanced by heavier outlay on petty construction and repairs and on punitive police. The savings in the North-Western Provinces occurred chiefly in the charges for police force (18,1), and for arms and accoutrements (2,1), but even here the expenditure on grain compensation (7,4) materially reduced the savings, which was further reduced by travelling charges (9) and increased expenditure on police escorts (2,9), due chiefly to frequent movements of prisoners and treasure. Under *Municipal and Cantonment Police* the excess over the Budget and the actuals of the previous year in Bengal and Punjab was due to high payments on account of grain compensation, and in Bombay to the reorganization of the Baroda cantonment police. Under *Government Railway Police* the absence of expenditure in Burma is due to the adjustment of arrear contributions from the Burma Railways Company (*vide* para. 130); in the North-Western Provinces the excess was due to plague preventive measures on the East Indian Railway (2), and to payment of arrears of house-rent allowance to Railway Companies (4); in the Punjab the excess was due to the adjustment on account of quarters occupied by the North-Western Railway police (1,5), charges on account of the Kotri-Rohri Railway police (1,3), and to larger expenditure under contingencies (9). The saving in Madras (2,5) was due chiefly to the provision for the Railway police scheme not having been utilized.

152. Under *Village Police* the saving (3,7) was the net result chiefly of a saving of 7,8 in the North-Western Provinces and excesses of 2,7 and 2,0 in Bengal and Bombay, respectively. The saving in the North-Western Provinces was due to the revision of the Rural Police system in Oudh not having been carried out to an appreciable extent (8,4), partly counterbalanced by higher expenditure on rewards to chaukidars (5). The excess in Bengal both as compared with the Budget and the actuals of the previous year was due to payment of grain compensation, and to increased charges for rewards to chowkidars, and in Bombay it was due to an under-estimate of 3,7, and to payment of grain compensation allowance (8), partly reduced by savings in allowances to heads of village police and watchmen (1,1), and in the provision for reorganization of the Village Police Establishments paid from village officers' Cess Fund (Sind). The savings under *Special Police* occurred chiefly in Assam (9,8) and Bengal (17,0); in Assam it was due to a change in the free ration system (3,3), to the failure of the contractor to supply the full quantity of rations required for the Lushai Hills Battalion (5,3) and to vacancies in the Police Force (1,4); the decrease as compared with the actuals of the previous year (9,6) was mainly due to these causes also; in Bengal the saving both as compared with the Budget and the actuals of the previous year was due to smaller outlay on the purchase of rations. The excess in Burma (3,4) was due chiefly to an over-estimate of the probable savings; as compared with the previous year the increase (6,9), occurred under supplies and services, and purchase of supplies, reduced by savings in the pay of the force and Exchange Compensation Allowance. In Punjab the excess (1,3) over the actuals of the previous year

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*20.—Police—*concluded.*

was due to the reorganization of the Border Police, but as the grant for this purpose was not fully utilised there was a saving of 9 as compared with the Budget. Under *Cattle Pounds* the saving occurred chiefly in Madras (1,9) and Bombay (3,6); in the former it was due to an over-estimate, and in the latter it was attributed to the greater freedom allowed to the grazing of cattle in consequence of the prevalence of scarcity during the year. Under *Other Charges* the saving in India was chiefly due to short strength of the Thuggee and Dacoity Police force and less expenditure on travelling allowances.

153. The excess expenditure in England was due to a larger number of officers, than was provided for, having come out during the year.

## 21.—Marine.

			India.	Burma.	Assam.	Bengal.	Madras.	Bombay.	TOTAL.
General Supervision and Accounts.	{	Accounts . 1896-97 .	15,6	...	...	...	...	...	15,6
		Budget .	17,1	...	...	...	...	...	17,1
		Revised . 1897-98 .	16,4	...	...	...	...	...	16,4
		Accounts .	16,5	...	...	...	...	...	16,5
Marine Survey and Establishment.	{	Accounts . 1896-97 .	8,2	4,8	...	8,8	6	2,1	24,5
		Budget .	8,3	5,0	...	8,3	8	2,2	24,6
		Revised . 1897-98 .	13	5,2	...	8,5	8	2,1	24,9
		Accounts .	7,7	5,1	...	8,8	8	2,0	24,4
Dockyards .	{	Accounts . 1896-97 .	45,1	...	...	...	...	...	45,1
		Budget .	48,4	...	...	...	...	...	48,4
		Revised . 1897-98 .	46,6	...	...	...	...	...	46,6
		Accounts .	44,8	...	...	...	...	...	44,8
Salaries and Allowances and Victualing of Officers and men afloat.	{	Accounts . 1896-97 .	92,8	18,3	2,4	9,3	1,2	9	124,9
		Budget .	84,6	17,8	2,6	9,5	...	1,0	115,5
		Revised . 1897-98 .	87,5	16,5	2,5	8,8	...	7	116,0
		Accounts .	87,7	14,9	2,4	8,4	...	7	114,1
Marine Stores and Coal for Building and Repairs of Ships.	{	Accounts . 1896-97 .	-35,6	31,0	2,8	7,6	...	4	6,2
		Budget .	-43,1	16,2	2,0	9,0	...	4	-15,5
		Revised . 1897-98 .	-19,8	16,5	2,1	7,1	...	4	6,3
		Accounts .	-22,6	17,2	2,2	7,9	...	2	4,9
Pilotage, Pilot Establishment, and Vessels.	{	Accounts . 1896-97 .	...	...	2	52,7	...	3	53,2
		Budget .	...	...	2	55,7	...	3	56,2
		Revised . 1897-98 .	...	...	2	60,0	...	3	60,5
		Accounts .	...	...	2	62,8	...	4	63,4
Other Charges	{	Accounts . 1896-97 .	36,0	39,4	2,9	8,9	10,0	2	97,4
		Budget .	33,8	33,3	3,0	8,6	...	2	78,9
		Revised . 1897-98 .	29,7	34,8	2,0	8,2	...	2	74,9
		Accounts .	30,7	36,4	2,0	7,4	...	2	76,7
TOTAL	{	Accounts . 1896-97 .	162,1	93,5	8,3	87,3	11,8	3,9	366,9
		Budget .	149,1	72,3	7,8	91,1	8	4,1	325,2
		Revised . 1897-98 .	168,7	73,0	6,8	92,6	8	3,7	345,6
		Accounts .	164,8	73,6	6,8	95,3	8	3,5	344,8
England	{	Accounts . 1896-97	212,8	140,6	353,4	Total, including England.	Accounts . 1896-97	720,3	
		Budget .	220,7	145,7	366,4		Budget .	691,6	
		Revised . 1897-98	215,9	120,9	336,8		Revised .	682,4	
		Accounts .	213,9	120,4	334,3		Accounts .	679,1	



## 21.—Marine—continued.

	India.	Burma.	Assam.	Bengal.	Madras.	Bombay.	TOTAL.
Excess over Budget Grant { Imperial . . . . .	15.7	...	...	...	...	...	15.7
{ Provincial . . . . .	...	1.3	...	4.2	...	...	5.5
Excess sanctioned by Local Government . . . . .	...	1.3	...	...	...	...	1.3
" " " Imperial Government . . . . .	6.3	...	...	...	...	...	6.3
" awaiting sanction of Imperial { Imperial . . . . .	9.4	...	...	...	...	...	9.4
{ Provincial . . . . .	...	...	...	4.2	...	...	4.2
Extra charges due to Famine . . . . .	5	...	...	...	...	...	5
Savings under Exchange Compensation Allowance . . . . .	1.5	2	...	2	1	...	2.0

156. Under *Marine Stores, etc.*, the minus entry in India was the result of the system of adjusting recoveries by deduction from charges. The charges exceeded the Budget by 9,3 due to heavy expenditure on coal for the Muscat and Bushire coal depôts, and owing to the employment of Royal Indian Marine Ships *Canning* and *Dalhousie* on trooping service outside Indian waters (5,8), and to a large purchase of steel from the Cossipore Foundry and Shell Factory, and to payment of freight on a consignment of timber supplied by the Forest Department, Burma, to the Bombay Dockyard (3,5). The recoveries fell short of the anticipations by 12,6, due chiefly to certain works for the Eastern Bengal Railway provided for in the Budget not having been carried out during the year. The difference between the two years' actuals was due to large recoveries in 1896-97, partly counterbalanced by heavy expenditure on pine planks for the Suakin expedition and a special large purchase of coir. In Burma the excess was due to a large purchase of stores and coal. The high figure of 1896-97 was due to the transfer to this head of the outstanding balance of the Marine Store and Coal advance account. In Bengal the saving was due to the small outlay on the repair of Pilot vessels and for purchase of coal. The charges under *Pilotage, Pilot Establishment, etc.*, which depend on the tonnage of vessels visiting and leaving port, were exceptionally high in Bengal during the year. Under *Other Charges* the saving in India (3,1) was due to less expenditure on hire of vessels (10,0), owing to no transport having been hired in place of the *Warren Hastings* as was anticipated in the Budget, partly counterbalanced by an excess of 1,7 due to heavy expenditure on repairs of H. M. S. *Sphinx* and to the employment of more than one vessel in Indian waters owing to disturbances in the Persian Gulf; of 1,4 due to the cost of fitting up the *Porpoise* with electric light installation; of 1,2 due to salvage and miscellaneous charges incurred in connection with the loss of the *Warren Hastings*, and for extra compensation for loss of property to officers of that vessel; of 2,4 due to payment of unusually high freight on stores sent out from England. In Burma the excess was due to a larger charge than was anticipated for the construction of the Light Vessel *Kalagauk* (3,8), and for the repairs and outfit of the Light Vessel *Kemmendine* (1,3), partly counter-

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*21.—Marine—*continued.*

balanced by savings due to the contract for the Bharno-Sinbo line not having been renewed, and to the provision for the river conservancy charges not having been fully utilized. In Assam the saving of 1,0 was due to the expiry and non-renewal of the contract for the Surma Valley Mail Service. In Bengal the saving was due to less expenditure on the hire of ships and vessels. In Madras charge of the previous year represents the payment made to the Harbour Trust Board in satisfaction of its claim against the Madras Port Fund.

157. The excess in England was due to a larger demand than was anticipated for stores.

## 22.—Education.

			India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Direction .	{	Accounts 1896-97 .	...	3,0	3,6	2,7	8,5	4,0	5,0	5,6	5,4	37,8
		Budget .	...	3,1	3,8	2,7	6,0	4,5	5,2	5,6	4,3	35,8
		Revised .	...	3,0	3,7	2,8	6,7	4,4	5,2	6,1	4,3	36,2
		Accounts 1897-98 .	...	3,0	3,7	2,9	6,7	4,4	5,0	6,1	4,2	36,0
Inspection .	{	Accounts 1896-97 .	9	9,3	13,6	4,0	60,6	24,6	16,5	38,5	24,7	192,7
		Budget .	9	9,1	14,4	4,5	62,7	25,7	17,3	37,8	24,7	197,1
		Revised .	8	7,9	14,2	4,4	63,9	25,7	16,9	39,3	24,5	197,6
		Accounts 1897-98 .	9	8,2	14,1	4,4	64,9	25,6	17,1	38,9	24,2	198,3
University .	{	Accounts 1896-97 .	...	...	...	...	...	...	3,2	...	...	3,2
		Budget .	...	...	...	...	...	...	3,0	...	...	3,0
		Revised .	...	...	...	...	...	...	3,0	...	...	3,0
		Accounts 1897-98 .	...	...	...	...	...	...	3,0	...	...	3,0
Government leges.	Col-{	Accounts 1896-97 .	4,0	3,7	...	...	60,9	27,3	5,1	38,9	25,5	174,4
		Budget .	4,0	3,2	...	...	68,7	30,0	5,7	38,5	27,7	177,8
		Revised .	4,1	2,1	...	...	69,6	27,3	5,5	39,8	26,3	174,7
		Accounts 1897-98 .	4,0	2,3	...	...	68,8	27,4	5,5	40,6	27,0	175,8
Government Schools	{	Accounts 1896-97 .	4,8	29,6	12,7	10,1	84,5	110,1	70,4	115,8	218,2	656,2
		Budget .	4,9	32,9	14,9	10,6	87,7	112,1	72,6	121,0	225,6	682,3
		Revised .	4,7	31,2	11,8	10,3	87,1	112,1	71,5	114,9	218,1	661,7
		Accounts 1897-98 .	4,7	30,6	12,2	10,3	87,8	110,5	70,4	113,7	217,4	657,6
Grants-in-aid and Payments by Re- sults.	{	Accounts 1896-97 .	6,6	16,5	30,6	20,2	140,8	37,8	28,6	76,0	54,3	411,4
		Budget .	7,5	17,0	40,4	21,5	139,6	39,0	29,6	75,9	43,7	414,2
		Revised .	7,5	16,3	33,6	19,7	141,8	40,2	28,9	73,6	40,0	407,6
		Accounts 1897-98 .	7,4	15,9	35,8	20,1	137,8	39,7	29,4	78,5	45,7	410,3
Scholarships .	{	Accounts 1896-97 .	4	2,4	2,5	2,6	21,9	5,7	8,9	2,9	8,5	55,8
		Budget .	5	3,3	3,6	2,4	21,4	6,5	10,1	3,1	8,7	59,6
		Revised .	5	2,7	2,6	2,5	22,4	5,8	8,7	3,3	8,3	56,8
		Accounts 1897-98 .	5	2,6	2,6	2,5	22,8	5,4	8,6	3,8	8,1	56,9
Other Charges	{	Accounts 1896-97 .	1,3	6	9,2	8	7,9	5,8	1,6	3,2	11,5	41,9
		Budget .	1,1	9	10,2	9	8,5	5,3	1,7	11,4	14,1	54,1
		Revised .	1,1	8	10,7	9	8,5	5,1	1,6	3,0	11,0	42,7
		Accounts 1897-98 .	1,0	7	10,6	9	7,9	5,0	1,4	2,5	10,8	40,8
TOTAL	{	Accounts 1896-97 .	18,9	65,1	72,2	40,4	394,1	215,3	139,3	280,9	348,1	1,573,4
		Budget .	18,9	69,5	87,3	42,6	395,2	223,1	145,2	293,3	348,8	1,620,2
		Revised .	18,7	64,0	76,6	40,6	400,0	220,6	141,3	280,0	338,5	1,580,3
		Accounts 1897-98 .	18,5	63,3	79,0	41,1	396,7	218,0	140,4	284,3	337,4	1,578,7
			Ster- ling.	Ex- change.	TOTAL.							
England .	{	Accounts 1896-97 .	1,6	1,1	2,7	Total, including England. {						
		Budget .	1,4	9	2,3							
		Revised .	1,7	1,0	2,7							
		Accounts 1897-98 .	1,5	9	2,4							
						Accounts .	1896-97 .	1,576,1				
						Budget .	1897-98 .	1,620,2				
						Revised .		1,583,0				
						Accounts .		1,581,1				
Extra charges due to Famine .			...	2,5	...	...	1,0	4	3	5	7	5,4
Savings under Exchange Compensation Allow- ance.			1	3	2	1	9	9	3	7	7	4,2



## Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—continued.

## 22.—Education—continued.

158. The Indian expenditure showed a saving of 45,2 as compared with the Budget Estimate, and an excess of 5,3 as compared with the actuals of the previous year. The saving was contributed by all the Provinces except Bengal (where there was an excess of 1,5), and occurred chiefly in Bombay (11,4), Madras (9,0), Central Provinces (6,2), and Burma (8,3). The excess of 1,5 in Bengal requires to be sanctioned.

159. Under *Inspection* the excess in Bengal was due partly to the reorganization of the Provincial Educational Department, and partly to an excessive deduction in the Budget for probable savings, and in Madras it was due to the introduction of the scheme relating to the Indian and Provincial Educational Services. To this cause the excess under *Government Colleges* in Madras is also chiefly due, it was, however, partly owing to the purchase of special furniture for the Law College. Under *Government Schools* there was a saving of 24,7, to which all the Provinces except Bengal contributed. The decrease in the Central Provinces (2,3) was due to less expenditure on petty construction and repairs of schools, in Burma it was due to the vacancies and deputation of officers; in the North-Western Provinces (1,6) it occurred chiefly in establishment charges of Primary Schools; in Punjab (2,2) the saving occurred partly in the contingent charges of Secondary Schools and of the Central Training College (1,3) and partly to an over-estimate (8) by District Boards; in Madras it was due to an over-estimate in the Local section (8,5), partly counterbalanced by excess expenditure of 1,1 under Primary Schools in the Provincial section; and in Bombay (8,2) it was also chiefly due to an over-estimate in the Local section (6,3), and to saving under establishment (1,4). Under *Grants-in-aid and Payments by Results* the saving in Burma (1,6) was due to an over-estimate; the irregularity in the payments makes an accurate forecast under this head impossible. In Assam the saving (1,4) was due to a decrease in the number of schools in consequence of the earthquake and subsequent floods. In Bengal the decrease (1,8) occurred chiefly in the grants to Middle English and Vernacular Schools (2,4), partly counterbalanced by an excess of 6 due to an excessive deduction on account of probable savings. These decreases were partly counterbalanced by excesses chiefly in Madras (2,6) and Bombay (2,0); the former occurred almost entirely in the Provincial section under payments by results. In Bombay it was partly due to the lump deduction made in the Budget in the Provincial section having proved excessive (1,0), and to a payment of arrears, in the Local section, of grants to indigenous schools (1,0). Under *Other Charges* the saving (13,3) occurred almost entirely in Madras (8,9), and Bombay (3,3). In Madras it was due chiefly to the provision (8,0) for Students' Hostels not having been utilized, and in Bombay to a decrease under supplies and services in the Sind Book Depot (2) and to less expenditure on purchase and publication of books in the Central Depot, partly counterbalanced by an excess of 9 due to a payment to the heirs of the late Mr. Pandit for editing the *Atharva Veda*.

## 23.—Ecclesiastical.

		India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Church of England	Accounts. 1896-97 . .	16,2	3,7	9,0	2,0	14,6	23,6	23,7	35,5	30,4	158,7
	Budget . .	17,2	3,9	9,9	2,1	16,8	24,0	22,0	35,1	30,5	161,5
	Revised . 1897-98 . .	13,1	3,7	9,3	1,6	15,0	21,6	21,7	33,6	27,9	147,5
	Accounts . .	12,9	3,7	9,2	1,5	15,2	21,8	21,1	33,9	26,4	145,7
Church of Scotland	Accounts. 1896-97 . .	8	...	7	...	2,1	1,3	1,4	2,5	3,7	12,5
	Budget . .	1,0	...	7	...	1,8	1,8	1,1	2,8	4,4	13,6
	Revised . 1897-98 . .	5	...	7	...	1,6	1,3	1,0	2,6	3,8	11,5
	Accounts . .	5	...	7	...	1,6	1,3	1,5	2,8	3,7	12,1
Allowance to other Clergymen.	Accounts. 1896-97 . .	9	1	6	...	1,1	2,4	3,1	1,2	2,5	11,9
	Budget . .	9	3	7	...	1,0	2,5	2,7	1,1	2,5	11,7
	Revised . 1897-98 . .	8	1	7	...	1,1	2,1	2,6	1,2	2,7	11,3
	Accounts . .	7	1	7	...	1,0	2,0	2,3	1,1	2,5	10,4
Payments to Offi- cers of other Prov- inces.	Accounts. 1896-97 . .	...	...	...	...	...	...	...	...	8	8
	Budget . .	...	...	...	...	...	...	...	...	6	6
	Revised . 1897-98 . .	...	...	...	...	...	...	...	...	2	2
	Accounts . .	...	...	...	...	...	...	...	...	1	1
Charges for Cemeteries.	Accounts. 1896-97 . .	4	2	6	1	6	8	7	1,0	9	5,3
	Budget . .	4	2	6	1	6	8	7	1,3	9	5,6
	Revised . 1897-98 . .	4	3	6	1	7	8	6	1,0	9	5,4
	Accounts . .	4	2	6	1	7	8	7	9	9	5,3
TOTAL	Accounts. 1896-97 . .	18,3	4,0	10,9	2,1	18,4	28,1	28,9	40,2	38,3	180,2
	Budget . .	19,5	4,4	11,9	2,2	20,2	29,1	26,5	40,3	38,9	193,0
	Revised . 1897-98 . .	14,8	4,1	11,3	1,7	18,4	25,8	25,9	38,4	35,5	175,9
	Accounts . .	14,5	4,0	11,2	1,6	18,5	25,9	25,6	38,7	33,6	173,6

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*23.—Ecclesiastical—*continued.*

		India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bom- bay.	TOTAL.
		Ster- ling.	Ex- change.	TOTAL.							
England	Accounts 1896-97 . . .	1	1	2	Total, including England.		Accounts Budget Revised Accounts		1896-97 . 1897-98 .		189.4
	Budget . . .	4	3	7							193.7
	Revised . . .	6	3	9							176.8
	Accounts . . .	3	1	4							174.0
Extra charges due to Famine . . . . .		...	1	...	...	2	1	...	...	1	5
Savings under Exchange Compensation Allow- ance . . . . .		7	1	1	...	1	3	3	9	1.2	3.7

160. The Indian expenditure was less than the Budget Estimate and the actuals of the previous year by 19.4 and 15.6, respectively. The variations under this head are due mainly to variations in the number of Senior and Junior Chaplains on duty or on leave, and in the rate of Exchange Compensation Allowance. Under *Church of England* the saving in India was due chiefly to the absence of the Lord Bishop and his Domestic Chaplain on furlough (3.1). In Burma the saving was entirely due to the absence of the Lord Bishop, and in Madras to the extent of 6. In England the Budget provided for the passage of eight Chaplains, but only five came out.

## 24.—Medical.

		India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Medical Establish- ments.	Accounts 1896-97 . . .	11.1	20.6	31.3	13.7	70.1	50.6	33.3	54.1	35.4	320.2
	Budget . . .	11.2	21.1	30.1	16.8	69.5	48.7	36.1	53.1	38.3	324.9
	Revised . . .	11.0	21.8	28.5	14.7	67.4	46.8	32.2	49.6	34.1	306.1
	Accounts . . .	11.3	21.7	28.0	14.2	65.6	45.1	30.1	48.7	33.5	298.8
Government Hospi- tals and Dispen- saries.	Accounts 1896-97 . . .	7.0	13.1	10.0	14.3	67.9	47.0	34.2	106.5	72.9	372.9
	Budget . . .	6.9	14.4	16.2	13.8	69.5	49.7	36.7	108.7	68.9	384.8
	Revised . . .	6.8	13.3	11.8	15.2	70.0	47.9	34.4	108.5	73.5	381.4
	Accounts . . .	6.7	12.8	12.4	17.0	70.8	47.5	34.3	109.5	75.3	386.3
Vaccine Establish- ments and Sani- tary Commis- sioner.	Accounts 1896-97 . . .	8.3	3.6	5.3	3.3	22.3	16.7	13.0	87.3	34.8	194.6
	Budget . . .	8.0	7.9	6.1	3.5	24.7	16.6	13.2	82.8	34.8	197.6
	Revised . . .	7.6	3.0	5.5	3.3	20.8	18.0	13.2	84.7	41.8	197.9
	Accounts . . .	7.1	2.8	5.4	3.3	20.6	17.3	13.0	85.8	40.6	195.9
Medical Schools and Colleges.	Accounts 1896-97 . . .	...	...	2	...	31.6	3.1	13.4	18.7	16.9	83.9
	Budget . . .	...	...	3	...	31.3	3.4	14.0	17.8	17.9	84.7
	Revised . . .	...	...	3	...	30.2	3.3	13.2	19.3	17.6	83.9
	Accounts . . .	...	...	2	...	29.9	3.2	12.9	20.1	16.8	83.1
Lunatic Asylum	Accounts 1896-97 . . .	5	1.8	4.0	1.0	13.6	9.2	3.8	8.8	12.3	55.0
	Budget . . .	5	2.0	4.8	1.0	12.1	8.6	3.6	8.9	11.6	53.1
	Revised . . .	5	2.4	4.3	1.3	12.1	10.0	4.0	8.2	13.4	56.2
	Accounts . . .	5	2.2	4.4	1.2	11.7	10.1	4.1	8.7	13.2	56.1
Grants for Medical Purposes.	Accounts 1896-97 . . .	...	7	2.2	1.2	5.0	1.8	2	4	13.8	25.3
	Budget . . .	...	4	1.4	1.1	7	1.4	...	3	2.3	7.0
	Revised . . .	4.3	4.9	1.2	1.0	16.0	19.5	5.6	5.7	202.2	200.9
	Accounts . . .	6.0	6.6	1.2	1.0	31.6	25.1	13.3	6.4	205.3	296.5
Other Charges	Accounts 1896-97 . . .	...	1	4	...	5.6	2.2	2	2.3	2.5	13.3
	Budget . . .	...	1	4	...	4.7	2.3	3	2.3	2.5	12.0
	Revised . . .	...	1	4	...	4.3	2.1	2	2.2	2.4	11.7
	Accounts . . .	...	...	4	...	4.4	2.4	2	2.4	2.4	12.2
TOTAL	Accounts 1896-97 . . .	26.9	39.9	53.4	33.5	216.1	130.6	98.1	278.1	188.6	1,065.2
	Budget . . .	26.6	45.9	59.3	36.2	212.5	130.7	103.9	273.9	176.3	1,065.3
	Revised . . .	30.7	45.5	52.0	35.5	220.8	147.6	102.8	278.2	385.0	1,298.1
	Accounts . . .	31.6	40.1	52.6	36.7	234.6	150.7	107.9	281.6	387.1	1,328.9



## Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—continued.

## 24.—Medical—continued.

		India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Pun- jab.	Mad- ras.	Bom- bay.	TOTAL.	
		Ster- ling.	Ex- change.	Total.								
England	{ Accounts. 1896-97 . Budget . Revised . Accounts. } 1897-98 .	6,9	4,6	11,5	Total, including England. { Accounts. 1896-97 . Budget . Revised . Accounts. } 1897-98 .							
		6,9	4,6	11,5								
		17,8	10,0	27,8								
		16,9	9,6	26,5								
Excess over Budget grant		{ Imperial Provincial	5,0 ...	... 2	... ...	... 5	... 22,1	... 20,0	... 4,0	... 7,7	... 210,8	5,0 2,653
Excess sanctioned by Local Govrnment.		...	2	...	5	...	20,0	2,5	7,7	104,4	135,3	
" " " the Imperial Government.		1	...	...	...	14,0	...	...	...	100,0	114,1	
Excess awaiting sanction of the Imperial Government.		{ Imperial	4,9	...	...	...	...	...	...	...	4,9	
		{ Provincial	...	...	...	...	8,1	...	1,5	...	6,4	16,0
Extra charges due to Famine		1	1,8	...	...	4,9	2,2	2	2,0	6,6	17,8	
" " " Plague		6,1	5,8	...	...	30,7	23,8	13,3	6,3	205,2	291,2	
Excess or Savings under Exchange Compensation Allowance.		1	4	3	4	1,7	7	5	1,4	+ 2	5,3	

161. The Indian expenditure exceeded the Budget Estimate and the actuals of the previous year by 263,6 and 263,7, respectively. There would have been no excess over the Budget but for the special charges under *Grants for Medical Purposes* connected with the bubonic plague in all the Provinces except Burma and Assam. The excess over the actuals of the previous year was also due to higher expenditure connected with the plague.

162. The saving under *Medical Establishments* was contributed by all the Provinces except India and the Central Provinces, and was due chiefly to the deputation of officers on Field Service in the North-Western Frontier and on famine and plague duty. Under *Vaccine Establishments and Sanitary Commissioner* the saving in India was due chiefly to less expenditure on Cholera Inoculation Experiments; in the Central Provinces it was due partly (8) to the employment of Sanitary Inspectors as Assistant Surgeons and the debit of their pay and travelling allowances to *Medical Establishments*, and partly (4,3) to less expenditure than was expected on Village sanitation consequent on short realizations of local subscriptions; in Bengal it was due partly to the deputation of officers to Bombay in connection with the plague (1,5), and partly to savings under establishment (8) and allowances (1,4). The excess in the North-Western Provinces is due to the recoveries from Municipalities for the Sanitary Engineer's Office having been credited to Advances Recoverable against the outstanding debit under that head, which was the result of the former practice of transferring the charges on this account to Advances Recoverable instead of being deducted from the charges for the year; in Madras the excess was chiefly due to an under-estimate, and in Bombay the excess, both over the Budget and the actuals of the previous year, was due to the appointment of an additional officer in connection with the inspection of passengers by sea. Under *Medical Schools and Colleges* the savings were due chiefly to the absence of officers; but in the Punjab it was partly due to less expenditure under Supplies and Services, and in Bombay partly to less outlay on English stores. In Madras the excess was chiefly due to an excessive deduction for probable savings, and to larger expenditure on the purchase of instruments, chemicals, and Europe stores. Under *Government Hospitals and Dispensaries* the excess in Assam (3,2) was due chiefly to the earthquake, which necessitated increased grants to Dispensaries (1,2), and larger outlay on petty construction and repairs (6), and to increased immigration (1,0); in Bengal it was due chiefly to the deduction for probable savings having proved too high (3,3), and to increased charges of the Campbell Hospital (1,1), partly counterbalanced by the non-payment of grants to certain hospitals and dispensaries (2,0), and to less outlay under supplies and services of the General Hospital; in Madras (8) the excess occurred in the Provincial Section (1,4), chiefly on account of medicines supplied by the Military Department, counterbalanced by saving of 5 in the Local Section; and in Bombay the excess (6,4) was chiefly due to a lump deduction of 5,0 in the Budget ordered by the Local Government, and to heavy charges for salaries of officers on famine duty, to larger issues of medicines and instruments for famine purposes, and to temporary establishments on account of plague, partly counterbalanced by less grants to hospitals and dispensaries. These excesses were almost covered by savings in the Central Provinces (1,6), due to the deputation of officers to the Public Works Department for famine duty (6), and to the provision (8), for creating a senior grade of Hospital Assistants not having been utilised; in Burma (3,8), due to the transfer of Assistant Surgeons to medical charge of districts and to Hospital Assistants having been below the sanctioned

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*24.—Medical—*continued.*

strength, partly counterbalanced by increased outlay on Europe medicines and instruments (4), and on quinine obtained from the Government Quinologist, Madras, for sale in Burma (5); in the North-Western Provinces (2,2) in the grants for salaries and establishments (9), travelling allowances (4), and contingencies (5), of Local Hospitals and Dispensaries and in the grant for Female Dispensaries (4); and in Punjab (2,4) due to an over-estimate in the Local Section. The excess over the actuals of the previous year occurred chiefly in Assam (2,7), Bengal (2,9), Madras (3,0), and Bombay (2,4). In Assam and Bombay it was due to causes which caused the excess over the Budget, and in Bengal it was due to the high charges of the Campbell Hospital in diet and clothing of patients and larger grants made to Municipalities. Under *Lunatic Asylum* the excess, both as compared with the Budget Estimate and the actuals of the previous year, was chiefly due to increased expenditure on diet of patients owing to the prevailing high prices of food-grains.

163 The excess in England was due to the payment of pay, passages, etc., of Medical Officers and Lady Nurses in connection with the plague in Bombay.

## 25.—Political.

			India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Political Agents	Accounts.	1896-97 .	183.9	3.6	30.2	14.5	2.4	2.7	49.3	8.3	59.7	354.6
	Budget .		192.4	4.2	32.8	15.6	2.5	2.9	49.5	8.2	60.5	368.6
	Revised .	1897-98 .	188.0	3.2	30.0	15.4	2.1	3.0	53.5	8.5	60.6	364.3
	Accounts.		191.0	3.1	28.6	15.2	2.0	3.0	53.3	8.5	57.6	362.3
Charges on the N.- W. Frontier.	Accounts.	1896-97 .	89.2	...	...	...	...	...	66.6	...	...	155.8
	Budget .		93.9	...	...	...	...	...	70.4	...	...	164.3
	Revised .	1897-98 .	91.2	...	...	...	...	...	55.5	...	...	149.7
	Accounts.		90.2	...	...	...	...	...	51.9	...	...	142.1
Political Subsidies	Accounts.	1896-97 .	248.4	...	...	...	...	...	1.9	...	...	250.3
	Budget .		198.6	...	...	...	...	...	1.9	...	...	200.5
	Revised .	1897-98 .	151.0	...	...	...	...	...	2.3	...	...	153.3
	Accounts.		150.2	...	...	...	...	...	3.1	...	...	153.3
Entertainment of Envoys and Chiefs.	Accounts.	1896-97 .	2.8	...	1	1	...	...	7.5	...	1.6	12.1
	Budget .		3.1	...	6	2	2	...	5.8	...	1.9	11.8
	Revised .	1897-98 .	2.6	...	1	1	...	...	7.7	...	1.5	12.0
	Accounts.		2.9	...	1	1	2	...	5.9	...	1.8	11.0
Durbar Presents and Allowances to Vakeels.	Accounts.	1896-97 .	2.7	...	9	1	1.7	1	4	...	3.2	9.1
	Budget .		4.8	1	1.4	3	1.4	2	1.2	...	3.9	13.3
	Revised .	1897-98 .	5.3	1	1.7	2	1.4	...	3.0	...	3.9	15.0
	Accounts.		2.7	...	1.7	2	1.6	...	2.2	1	3.4	11.9
Refugees and State Prisoners.	Accounts.	1896-97 .	4.4	...	2	...	2	11.7	44.0	7	18.6	79.8
	Budget .		3.2	...	3	...	1.5	11.7	43.2	1.1	15.6	76.6
	Revised .	1897-98 .	3.2	...	3	...	1.5	11.6	43.0	1.2	22.5	83.3
	Accounts.		3.4	...	2	...	1.5	11.6	42.7	1.2	22.7	83.3
Other Charges	Accounts.	1896-97 .	46.2	4	4.0	2	4	2	31.9	...	18.2	101.5
	Budget .		46.8	2	8.4	4	9	6	37.8	1	17.3	112.5
	Revised .	1897-98 .	44.3	2	11.0	4	5	2	52.5	3	18.5	128.4
	Accounts.		45.0	2	9.6	2	6	2	57.5	4	18.2	131.9
TOTAL	Accounts.	1896-97 .	577.6	4.0	35.4	14.9	4.7	14.7	201.6	9.0	101.3	963.2
	Budget .		542.8	4.5	43.5	10.5	6.5	15.4	209.8	9.4	99.2	947.6
	Revised .	1897-98 .	486.1	3.5	48.1	16.1	5.5	14.8	217.5	10.0	107.0	903.6
	Accounts.		485.4	3.3	40.2	15.7	5.9	14.8	216.6	10.2	103.7	895.8
			Ster- ling.	Ex- change.	Total.							
England.												
Mission to the Court of Persia.	Accounts.	1896-97 .	7.0	4.6	11.6							
	Budget .		7.0	4.6	11.6							
	Revised .	1897-98 .	7.0	3.9	10.9							
	Accounts.		7.0	3.9	10.9							
Her Majesty's Es- tablishment in China.	Accounts.	1896-97 .	12.5	8.3	20.8							
	Budget .		12.5	8.2	20.7							
	Revised .	1897-98 .	12.5	7.0	19.5							
	Accounts.		12.5	7.0	19.5							
Other Charges	Accounts.	1896-97 .	4.7	3.1	7.8							
	Budget .		2.2	1.5	3.7							
	Revised .	1897-98 .	5.0	2.8	7.8							
	Accounts.		4.8	2.8	7.6							
Total England	Accounts.	1896-97 .	24.2	16.0	40.2							
	Budget .		21.7	14.3	36.0							
	Revised .	1897-98 .	24.5	13.7	38.2							
	Accounts.		24.3	13.7	38.0							



Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*  
25.—Political—*continued.*

		India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. an Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Excess over Budget grant, . . .	Imperial . . .	...	...	...	...	...	...	6,8	5	9,4	16,7
	Provincial . . .	...	...	...	...	...	...	...	3	...	3
Excess sanctioned by Imperial Government . . .		...	...	...	...	...	...	...	5	4,2	4,7
"    "    Local . . .		...	...	...	...	...	...	...	3	...	3
Excess awaiting sanction of the Imperial Gov- ernment, Imperial . . .		...	...	...	...	...	...	6,3	...	5,2	12,0
Extra charges due to Famine . . .		2,4	...	2	...	...	...	6	...	4	3,6
Savings under Exchange Compensation Allow- ance . . .		2,9	...	4	1	...	...	...	1	8	4,3

164. The Indian expenditure was less than the Budget Estimate and the actuals of the previous year by 51,8 and 67,4, respectively. The saving was almost wholly in India, and occurred chiefly under *Political Subsidies*, due to the subsidy of the Amir of Afghanistan not having been fully drawn. The saving was contributed to by all the provinces except Punjab (6,8), Madras (8), and Bombay (4,5). The excess in the Punjab being due chiefly to expenditure in connection with the Frontier disturbances and in Bombay to special payments under *Refugees and State Prisoners* on account of the debts of the ex-King Thebaw (5,5) and the ex-Wali of Kandahar (1,0), authorised by the Government of India in Finance and Commerce Department letters No. 1051-A., dated 2nd March 1898, and No. 5098-Ex., dated 24th November 1897, the latter being covered by an additional grant sanctioned in Finance and Commerce Department letter No. 980-A., dated 25th February 1898. The saving, as compared with the previous year, also occurred under *Political Subsidies*, and was due partly to the actuals of 1896-97 having included arrear payments of the subsidy of the Amir of Afghanistan, and partly to his subsidy not having been fully paid in year under report.

165. Under *Political Agents* the variations occurred chiefly under salaries, but the increase in Punjab, both as compared with the Budget and the actuals of the previous year, was due to the charges of the Political Agent of Dir and Swat, provided for under *Charges on the North-West Frontier*, having been charged to this head with effect from 1st April 1897. This change in classification accounted for 6,4 of the decrease in Punjab under the latter head, and 4,3 occurred in the payments to the Khyber Tribes, and 7,8 in the charges for guarding hill passes, due in both cases to the recent frontier disturbances. Under *Political Subsidies* the difference in India has been explained above. The small excess in Punjab (1,2) was due to payment of arrears to the Mehtar of Chitral. The increase in Punjab under *Durbar Presents and Allowances to Vakeels*, both as compared with the Budget and the actuals of the previous year, was due to the disturbances on the North-West Frontier. The excess under *Refugees and State Prisoners*, which occurred wholly in Bombay, has been explained above. The excess over the actuals of the previous year in India was chiefly due to payments of arrear pensions of a Burmese Prince; in Bengal the figures include payments to certain Burmese prisoners, which were formerly adjusted on the India books. Under *Other charges* the excess was almost entirely in the Punjab, due to increased expenditure on the Tirah Expedition (7,0), Mohmand Expedition (6), Malakhand Field Force (2,5), and on the Tochi Expedition (6,7), and to charges for telegrams connected with the Frontier risings (5,3), counterbalanced to the extent of 4,1 by savings in the provision for the Mohmand Boundary Demarcation Mission. The excess over the previous year's actuals was due chiefly to these causes. The excess in Burma was due chiefly to higher expenditure on the Chinese Frontier Delimitation Commission, which also accounts for the excess over the actuals of 1896-97, in which year there were no charges on this account. The excess in Bombay (9) was due to the expenditure on the Abyssinian Expedition met from the additional grant sanctioned by the Government of India in Finance and Commerce Department, No. 980-A., dated 25th February 1898, partly counterbalanced by savings in the expenditure against the revenues, of Berbera and Bulhur and of Zaila owing to the grants for stipendiaries not having been fully utilised. The saving in India was due to the deputation of the Inspector-General of Imperial Service Troops to England in connection with Her Majesty's Diamond Jubilee (3,7), to less expenditure from the grant for Secret Service at the disposal of the Viceroy (1,5), and to the abolition of the Rajkumar College in Bundelkhand (8), counterbalanced to the extent of 4,1 by charges on account of Surgeon-Major Brazier-Creagh's mission to Seistan not provided for.

166. The excess expenditure in England was due to the payment of 2,0 to the Secretary of State for Secret Service, and of 7 for the entertainment of Persian Envoys on the occasion of Her Majesty's Diamond Jubilee.

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

## 26.—Scientific and other Minor Departments.

			India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bom- bay.	TOTAL.
SCIENTIFIC.												
Survey of India	Accounts . 1896-97 .	147,1	...	...	...	...	...	...	...	...	...	147,1
	Budget .	158,7	...	...	...	...	...	...	...	...	...	158,7
	Revised . 1897-98 .	157,1	...	...	...	...	...	...	...	...	...	157,1
	Accounts .	157,6	...	...	...	...	...	...	...	...	...	157,6
Geological and Other Surveys.	Accounts . 1896-97 .	24,9	...	3	1	...	...	...	2,6	...	...	27,9
	Budget .	27,2	...	1,0	1	...	...	...	3,1	...	...	31,4
	Revised . 1897-98 .	25,8	...	4	1	...	...	...	2,6	...	...	28,9
	Accounts .	25,2	...	4	1	...	...	...	2,6	...	...	28,3
Meteorological De- partment.	Accounts . 1896-97 .	33,2	...	...	...	...	...	...	...	...	...	33,2
	Budget .	33,0	...	...	...	...	...	...	...	...	...	33,0
	Revised . 1897-98 .	32,7	...	...	...	...	...	...	...	...	...	32,7
	Accounts .	33,7	...	...	...	...	...	...	...	...	...	33,7
Other Scientific De- partments.	Accounts . 1896-97 .	10,8	2	3	2	4,0	1,0	4	5,7	3,6	...	26,2
	Budget .	10,6	2	5	2	3,9	1,2	4	6,2	3,5	...	26,7
	Revised . 1897-98 .	10,6	2	7	2	4,1	1,2	4	5,4	3,4	...	26,2
	Accounts .	10,1	2	5	2	4,2	1,3	4	6,8	3,7	...	27,4
AGRICULTURAL.												
Veterinary and Stal- lion charges.	Accounts . 1896-97 .	50,0	1,5	6,9	...	3,7	4,2	15,5	3,9	14,5	...	100,2
	Budget .	50,2	2,0	10,8	2	4,2	4,3	16,3	5,7	15,0	...	107,3
	Revised . 1897-98 .	50,6	1,9	8,6	1	4,5	4,6	15,7	3,0	15,1	...	104,1
	Accounts .	50,8	2,0	8,7	1	4,7	4,5	15,3	3,2	15,0	...	104,3
Other Charges	Accounts . 1896-97 .	3,2	3,6	1,3	2	30,8	14,9	12,7	11,7	7,7	...	86,1
	Budget .	4,3	4,8	1,9	2	32,3	16,8	13,1	12,2	8,5	...	94,1
	Revised . 1897-98 .	2,8	3,8	1,2	5	31,7	15,6	12,8	12,9	7,4	...	88,7
	Accounts .	2,3	3,9	1,1	3	32,3	16,5	13,1	13,0	6,8	...	89,3
LABOUR AND EMI- GRATION.	Accounts . 1896-97 .	1,0	1	4	3,9	7,0	6	6	2,0	2,5	...	18,1
	Budget .	9	1	4	5,0	6,8	7	5	2,3	2,7	...	19,4
	Revised . 1897-98 .	1,0	1	4	5,2	6,4	6	5	1,9	2,6	...	18,7
	Accounts .	1,0	2	4	3,9	6,6	6	6	1,8	2,8	...	17,9
STATISTICS .	Accounts . 1896-97 .	3	1,1	2,1	4	2,9	1	1,3	4,7	2,1	...	15,0
	Budget .	2	1,2	2,2	5	2,8	...	1,6	4,9	1,8	...	15,2
	Revised . 1897-98 .	2	1,1	3,7	5	3,3	...	1,2	4,6	2,2	...	16,8
	Accounts .	2	1,2	3,4	5	3,2	...	1,1	4,7	2,3	...	16,6
MISCELLANEOUS .	Accounts . 1896-97 .	4,0	1	...	...	1,3	4	5	12,1	1,8	...	20,2
	Budget .	3,8	1	4	...	1,2	5	4	11,4	1,5	...	19,3
	Revised . 1897-98 .	4,4	1	2	...	1,2	4	6	12,0	1,0	...	19,9
	Accounts .	4,4	1	2	...	1,2	4	7	11,4	1,2	...	19,6
TOTAL	Accounts . 1896-97 .	274,5	6,6	11,3	4,8	49,7	21,2	31,0	42,7	32,2	...	474,0
	Budget .	288,9	8,4	17,2	6,2	51,2	23,5	32,3	43,8	33,6	...	503,1
	Revised . 1897-98 .	285,2	7,2	15,2	6,6	51,2	22,4	31,2	42,4	31,7	...	493,1
	Accounts .	285,3	7,6	14,7	5,1	52,2	23,3	31,2	43,5	31,8	...	494,7
England	Accounts . 1896-97 .	30,1	19,9	50,0	Total, including England						Accounts . 1896-97	524,0
	Budget .	28,3	18,7	47,0							Budget .	522,1
	Revised . 1897-98 .	27,3	15,3	42,0							Revised .	535,7
	Accounts .	20,1	14,7	40,8							Accounts .	535,5
Excess over Budget Grant		Imperial	...	...	...	...	...	6	...	...	2	8
		Provincial	...	...	...	...	1,0	...	...	...	...	1,0
Excess sanctioned by the Imperial Government		...	...	...	...	...	...	1	...	...	...	1
Excess awaiting sanction		Imperial	...	...	...	...	...	5	...	...	2	7
		Provincial	...	...	...	...	1,0	...	...	...	...	1,0
Extra charges due to Famine		2,0	2	...	...	2	1	1	...	1	...	2,7
Savings under Exchange Compensation Allowance .		2,2	...	...	...	1	...	...	3	...	...	2,6



Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*concluded.*26.—Scientific and other Minor Departments—*concluded.*

167. The Indian expenditure showed a saving of 10,4 as compared with the Budget Estimate, and an excess of 20,7 as compared with the actuals of the previous year. The saving was the result of petty differences under the various heads, which are explained below; the principal savings occurred under *Geological and other Surveys* (3,3), and *Other Charges* (4,8). The excess over the previous year occurred chiefly under *Survey of India* (10,5), *Veterinary and Stallion Charges* (4,1), and *Other Charges* (3,2).

168. Under *Survey of India* there was a saving of 1,1, due chiefly to a saving of 1,5 under Head-Quarters Offices, owing to the absence on furlough and retirement of engravers (8), and to the deputation of the Superintendent, Simla Drawing Office, with the Tirah Field Force (1,7), partly counterbalanced by increased salary and travelling allowance charges of the Trigonometrical Office, Dehra. There was a saving under Survey Parties (12,5), but this was more than counterbalanced by smaller recoveries from Local Governments (13,9). As compared with the previous year the expenditure of Survey Parties showed an increase of 2,0, while the recoveries from Local Governments showed a decrease of 14,3, the net result being an increase of 16,3, which was reduced by savings under Controlling and Administrative Staff (2,6), due to absence of officers on furlough, and under Head-Quarters Offices (1,9), due to less expenditure in the Mathematical Instrument Manufactory, counterbalanced by increased establishment charges, chiefly of the correspondence and drawing branches and of the Trigonometrical Office, Dehra. Under *Geological and other Surveys* the saving in India (2,0) was the result of a number of petty variations, the principal of which occurred under travelling allowances of Geologists, and the Inspector of Mines and their establishments (6), under the grants for Working and Transport of boring rigs (2), for publication of special works in Europe (3), and for additional grant for works executed by Dr. Waagen (2). In Burma the provision of 5 for preservation of archaeological remains, 1 for travelling allowances, and 1 for contingencies of the Archaeological Department was not utilized, and in Madras the saving was due chiefly to the non-utilization of the provision of 3 for revision of the establishment of the Archaeological Survey. Under *Other Scientific Departments* the saving in India was due chiefly to the post of second Assistant Superintendent in the Central Museum having remained vacant, and the excess in Madras was due to the cost of Europe stores supplied to the Kodaikanal Observatory not provided for ((1,2), counterbalanced by a saving due to the absence on leave of the Superintendent of the Museum. Under *Veterinary and Stallion Charges* the saving of 3,0 was contributed chiefly by Burma (2,1), and Punjab (1,0), due in both Provinces chiefly to the grants for purchase of bulls and stallions not having been utilized, and in Burma partly also to the full number of Veterinary Assistants not having been entertained. The excess in Burma, as compared with the previous year, was due to the number of such Assistants employed in 1897-98 being larger than in the previous year, and to a larger outlay on medicines and instruments. The saving in Madras was due to less expenditure on pony and mule breeding, and to the employment of officers on famine duty, and in Bombay it was due to the grant for purchase of stallions not having been utilized and to less outlay on the maintenance, etc., of stallions. The increase in India (6) was due chiefly to more expenditure on feed of stallions (1,1), owing to high prices of grains, to payment of grain compensation (3), and to larger contingent expenditure of the Imperial Bacteriologist (4), partly counterbalanced by savings under District Native Establishment (3), and under construction, repairs, and purchase of stables (3); and in Bengal the excess (5) occurred chiefly under contingencies. The excess in Bengal over the actuals of the previous year (1,0) was chiefly due to increase in the pay of lecturers, to larger outlay on hospital necessities, and in the purchase and keep of cattle. Under *Other Charges* the saving in India (2,0) was due partly to the post of the Agricultural Chemist being vacant for some months, and partly to the grant for miscellaneous expenditure not being fully utilized. The saving in Bombay (1,7) was due chiefly to less expenditure on agricultural experiments (1,0), and to no provincial grants for Public Fairs having been paid to smaller grants for horse and cattle shows. The other variations under this head are not important. Under *Labour and Emigration* the saving in Assam (1,1) was due partly (7) to over-estimate of fees for inspecting tea gardens, and (4) to smaller recoveries from the Assam Administration for the deficit in the transactions of Inland Labour Transport Fund. Under *Statistics* the excess in Burma is due to the expenditure in connection with the preparation of the Upper Burma Gazetteer.

169. In England there was a decrease of 9 in grants for objects of a literary, scientific, or antiquarian character, of 1,0 in the purchase of stallions, and of 2 in the value of stores sent out.

## Section E.—MISCELLANEOUS.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
1,066,6	RECEIPTS . . . . .	1,023,1	899,5	941,0

170. The receipts under this head fell short of the Budget Estimate by 82,1 and the actuals of the previous year by 125,6. The decrease, as compared with the Budget, was chiefly under Exchange (116,0), counterbalanced by an increase of 38,8 under miscellaneous, due to the revaluation of gold coins (12,6), to receipts from unclaimed deposits lapsing to Government (15,0), to fines realized from Frontier tribes and to the commutation value of lapsed Wasika pensions under the first and sixth Oudh Loans (31,0) reduced to the extent of 25,9 by a change in the method of adjusting recoveries on account of partition fees. The falling off, as compared with the actuals of the previous year, occurred chiefly under Exchange (100,2), and under Receipts in aid of Superannuation, Retired and Compassionate allowances (14,7) mainly in England.

## XXII.—Receipts in aid of Superannuation, Retired, and Compassionate Allowances.

		India.	Central Provin- ces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras	Bom- bay.	TOTAL.
Subscriptions to the Military, Military Orphan, and Me- dical Retiring Funds . . . . .	Accounts . 1896-97 . .	6,8	4	...	...	1,4	9	5	3,1	3,8	16,9
	Budget . . . . .	4,5	2	...	...	1,6	1,0	6	2,8	3,2	13,9
	Revised . 1897-98 . .	4,7	...	...	...	1,6	7	2	2,3	3,7	13,2
	Accounts . . . . .	4,4	...	...	...	2,8	9	8	2,0	4,0	14,9
Subscriptions under the Indian Civil Service Family Pension Regula- tions . . . . .	Accounts . 1896-97 . .	9	1,6	1,8	9	3,2	3,8	2,0	3,0	2,9	20,1
	Budget . . . . .	8	1,6	1,7	7	3,1	3,9	1,4	3,0	3,2	19,4
	Revised . 1897-98 . .	1,2	2,0	1,8	7	4,0	5,2	3,0	3,5	3,4	24,8
	Accounts . . . . .	1,3	2,0	1,7	9	4,5	4,9	2,6	3,3	3,4	24,6
Subscriptions to the Civil Funds . . . . .	Accounts . 1896-97 . .	8,2	1,8	2,8	8	11,1	9,7	5,5	4,1	6,7	50,7
	Budget . . . . .	5,8	1,9	2,9	8	11,0	9,4	5,9	3,7	6,2	47,6
	Revised . 1897-98 . .	4,9	1,5	3,0	7	10,3	9,6	4,8	3,6	7,7	46,1
	Accounts . . . . .	5,3	1,3	3,0	5	10,3	9,7	4,9	3,3	7,7	46,0
Contributions for Pensions and Gra- tuities . . . . .	Accounts . 1896-97 . .	61,9	1,8	4,4	4	5,3	4,8	4,0	4,9	23,9	111,4
	Budget . . . . .	60,4	1,7	1,7	5	5,0	5,4	3,4	6,3	23,6	108,0
	Revised . 1897-98 . .	60,8	2,0	8,2	3	4,6	4,2	4,7	6,0	24,0	114,8
	Accounts . . . . .	62,0	2,2	8,2	3	5,3	4,2	5,1	5,7	24,6	117,6
Other Items . . . . .	Accounts . 1896-97 . .	2,0	...	...	...	1,0	1	...	...	...	3,1
	Budget . . . . .	1,9	...	...	...	1,0	1	...	...	...	3,0
	Revised . 1897-98 . .	1,9	...	...	...	1,0	1	...	...	...	3,0
	Accounts . . . . .	2,1	...	...	...	1,0	1	...	...	...	3,2
TOTAL . . . . .	Accounts . 1896-97 . .	79,8	5,6	9,0	2,1	22,0	19,3	12,0	15,1	37,3	202,2
	Budget . . . . .	73,4	5,4	6,3	2,0	21,7	19,8	11,3	15,8	36,2	191,9
	Revised . 1897-98 . .	73,5	5,5	13,0	1,7	21,5	19,8	12,7	15,4	38,8	201,9
	Accounts . . . . .	75,1	5,5	12,9	1,7	23,9	19,8	13,4	14,3	39,7	206,3
		Ster- ling.	Ex- change.	TOTAL.							
England . . . . .	Accounts . 1896-97 . .	93,8	62,0	155,8	Total, including England . . . . .	Accounts . 1896-97 . .					358,0
	Budget . . . . .	91,4	60,3	151,7							343,6
	Revised . 1897-98 . .	87,0	48,7	135,7							337,6
	Accounts . . . . .	87,7	49,3	137,0							343,3

171. The receipts under this head are of a fluctuating character. The only variation which calls for notice is the increase under *Contributions for Pensions and Gratuities* in Burma which was due to contributions paid by officers lent to the Burma Railways Company not having been allowed for in the Budget.

172. In England the falling off was in the receipts of the Military Funds and subscriptions to Indian Civil Service Family Pensions.



## Section E.—MISCELLANEOUS—continued.

## XXIII.—Stationery and Printing.

		India.	Central Provin- ces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Receipts from Sale of Stationery.	Accounts . 1896-97 .	1	...	6,3	1	6,9	1,3	2,4	5,4	5,1	27,6
	Budget .	1	...	5	1	6,6	1,1	2,0	5,1	5,1	20,6
	Revised . 1897-98 .	1	1	1,2	2	8,2	1,2	2,5	4,5	5,0	23,0
	Accounts .	3	2	1,0	2	10,5	1,0	2,5	4,0	4,8	24,5
Sales of Gazettes and other Publications.	Accounts . 1896-97 .	5,8	2	1,0	1	9,4	3,9	4	6,4	2,9	30,1
	Budget .	5,2	2	9	1	9,8	3,0	4	8,1	3,3	31,0
	Revised . 1897-98 .	5,7	2	1,5	1	9,3	3,8	3	5,2	3,0	29,1
	Accounts .	5,4	2	1,5	1	9,3	3,4	3	5,6	3,1	28,9
Other Press Re- ceipts.	Accounts . 1896-97 .	6,4	1,6	4	3	3,3	6,8	3,3	3,1	3,5	28,7
	Budget .	4,5	3,1	2	4	3,6	7,9	6,7	3,1	3,5	33,0
	Revised . 1897-98 .	6,2	1,6	5	2	3,1	4,5	3,3	2,5	3,4	25,3
	Accounts .	6,1	1,3	6	3	5,1	4,3	3,2	2,2	3,5	26,6
TOTAL	Accounts . 1896-97 .	12,3	1,8	7,7	5	19,6	12,0	6,1	14,9	11,5	86,4
	Budget .	9,8	3,3	1,6	6	20,0	12,0	9,1	16,3	11,9	84,6
	Revised . 1897-98 .	12,0	1,9	3,2	5	20,6	9,5	6,1	12,2	11,4	77,4
	Accounts .	11,8	1,7	3,1	6	24,9	8,7	6,0	11,8	11,4	80,0

173. The variations under this head are not large, but it may be explained that the increase under *Receipts from Sale of Stationery* was chiefly in the value of stationery supplied to State Railways. Under *Other Press Receipts* the variations are mainly due to over or under estimates, but in the North Western Provinces the decrease was chiefly due to the High Court now getting private appeals printed at private presses instead of through the Government Press as formerly, and in Punjab it was partly due to a reduction in the rates for printing by the Jail Department.

## XXIV.—Exchange.

STERLING AMOUNTS.				GAIN + OR LOSS — BY EXCHANGE.			
1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.
Accounts.	Budget.	Revised.	Accounts.	Accounts.	Budget.	Revised.	Accounts.
242,3	162,7	372,2	362,4	GUARANTEED COMPANIES . . . . .			
						+ 110,5	+ 142,4
						+ 35,4	+ 61,7
				SUBSIDISED AND OTHER COMPANIES—			
- 34,2	- 59,6	- 22,5	- 15,0	Southern Mahratta and Mysore . . . . .		+ 34,2	+ 65,8
- 4,9	70,7	22,3	31,1	Indian Midland and its Extension . . . . .		+ 46,0	- 2,0
2,7	- 10,7	2	8,7	Bengal-Nagpur . . . . .		+ 9,9	- 9,9
- 21,0	- 38,0	- 27,2	- 25,8	Bengal Central . . . . .		+ 19,5	+ 16,1
6,1	13,0	20,0	17,5	Rohilkhund-Kumaon . . . . .		+ 2	...
82,2	...	- 231,7	- 235,7	Assam-Bengal . . . . .		+ 2,2	...
- 169,3	- 302,2	- 207,3	- 309,8	Burma . . . . .		- 6,7	- 16,8
				TOTAL SUBSIDISED AND OTHER COMPANIES . . . . .		+ 105,3	+ 53,2
						- 48,2	- 58,9
				REMITTANCE ACCOUNTS.			
- 401,9	198,5	45,6	39,8	East Indian Railway Advances . . . . .		- 54,7	+ 16,7
43,9	40,0	40,7	31,7	Rajputana-Malwa Railway Advances . . . . .		+ 1,3	...
57,4	70,6	38,4	38,3	South Indian Railway ditto . . . . .		+ 2,3	...
78,4	191,4	191,5	189,7	Bengal and North-Western Railway Advances . . . . .		+ 1,6	...
34,7	238,0	187,9	168,2	Miscellaneous . . . . .		- 22,1	+ 13,8
				TOTAL REMITTANCE ACCOUNTS . . . . .		- 71,6	+ 30,5
						+ 35,3	+ 41,2
				Lump alterations by Finance Department . . . . .		...	- 66,1
						+ 37,5	...
				TOTAL . . . . .		+ 144,2	+ 160,0
						+ 60,0	+ 44,0

174. It is somewhat difficult to compare the Budget Estimate and the accounts owing to the lump reduction on the total of the Budget Estimate. Taking, however, the detailed figures as they stand, apart from the lump deduction, the principal changes are explained below. Under *Guaranteed Companies* the reduction was mainly due to larger receipts for stores both on cash payment and by transfer to Revenue Account of the Bombay, Baroda and Central India (45,7) and the Great Indian Peninsula Railways (101,5), and to an over-estimate of the expenditure on stores and works on the Madras Railway (52,5). The reduction would have been larger by 35,0, but for the improvement in the rate of exchange. The principal variations under *Subsidised Railways* occurred on the Southern Mahratta (including Mysore)

## Section E.—MISCELLANEOUS—continued.

## XXIV.—Exchange—continued.

Railway due to smaller withdrawals on account of restriction of expenditure in India, on the Assam-Bengal Railway owing to the fact that no provision was made for the issue of debentures in England, and consequently no provision in India for capital expenditure, or loss by exchange thereon. Debentures were, however, raised and the capital expenditure resulted in a loss of 28.2. On the Burma Railway the increased loss was due to the improvement in the rate of exchange and to larger capital expenditure on stores and work. Under *Remittance Account* the better result against the Bengal and North-Western Railway was due to the improvement in the rate of exchange. As compared with the actuals of the previous year the largest difference occurred in respect of the East Indian Railway advances, owing to the issue of a smaller amount of debentures in the year under report, and under *Subsidised Railways*, chiefly in the transactions of the Assam-Bengal and Burma Railways; in the latter case the expenditure of only a part of the year, *vis.*, from 1st September 1896, was shown as capital expenditure on Subsidised Railways, and in the case of the latter to heavy withdrawal in India in 1897-98 against capital raised by the issue of debentures in England.

## XXV.—Miscellaneous.

			India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Gain by Exchange on Transactions in India.	Accounts.	1896-97 .	3	...	...	...	...	...	...	...	2,2	2,5
	Budget		1	...	...	...	...	...	...	...	1,5	1,6
	Revised	1897-98 .	17,3	...	...	...	...	...	...	...	2,5	19,8
	Accounts.		12,7	...	...	...	...	...	...	...	2,1	14,8
Premium on Bills	Accounts.	1896-97 .	15,2	1	4,8	...	5,3	5	1,4	2,1	5,8	35,2
	Budget		13,4	...	5,0	...	5,4	3	1,0	1,6	5,0	31,7
	Revised	1897-98 .	13,0	3	4,5	...	3,5	8	1,0	2,0	7,6	32,7
	Accounts.		13,8	2	4,6	...	3,5	8	1,2	1,8	7,7	33,6
Unclaimed Deposits	Accounts.	1896-97 .	2,7	3,1	2,3	...	34,2	12,2	5,8	4,8	3,9	69,0
	Budget		1,2	2,0	1,8	7,0	39,0	6,0	4,9	5,2	2,3	69,4
	Revised	1897-98 .	1,0	2,1	1,8	4,1	33,2	6,0	5,6	5,0	3,9	62,7
	Accounts		1,4	2,5	2,1	...	44,0	9,9	9,4	6,7	8,4	84,4
Government Audit Fees.	Accounts	1896-97 .	2,8	...	1	1	8,1	...	...	7	1,2	13,0
	Budget		2,5	...	...	2	7,0	...	...	8	1,2	11,7
	Revised	1897-98 .	3,3	1,3	3,8	1	4,4	5	...	8	1,4	15,6
	Accounts.		3,0	1,5	3,8	1	5,9	...	...	7	1,8	16,8
Contributions	Accounts.	1896-97 .	...	1,2	...	...	...	10,2	2,0	7,8	7	21,9
	Budget		...	1,4	...	...	...	13,1	2,0	9,0	6	26,1
	Revised	1897-98 .	...	5,6	...	4	8,0	10,2	2,9	8,1	7	35,6
	Accounts.		...	6,0	...	6	2,6	10,5	2,9	8,1	3	31,0
Rents . . .	Accounts.	1896-97 .	1,3	3,1	43,4	2,1	5,2	14,5	4,3	45,0	1,1	120,0
	Budget		1,5	3,0	42,0	2,1	4,9	16,0	4,1	43,9	1,1	118,6
	Revised	1897-98 .	5	1,9	40,7	1,1	2,5	11,6	1,9	43,1	1	109,4
	Accounts.		6	1,9	43,4	1,3	3,0	12,4	...	46,0	2	108,8
Miscellaneous Fees, Fines, and For- feitures.	Accounts.	1896-97 .	4,1	2	8	2	27,6	1	9	8,1	8	42,8
	Budget		4,2	3	6	3	27,8	1	9	8,6	1,2	44,0
	Revised	1897-98 .	4,2	1	1,9	2	5,8	1	9	8,0	9	22,1
	Accounts.		4,6	1	1,4	2	4,4	1	9	5,6	8	18,1
Extraordinary Items	Accounts.	1896-97 .	...	...	2,9	...	...	7	7,1	...	1,7	12,4
	Budget		...	...	...	...	...	...	6,3	...	1,2	7,5
	Revised	1897-98 .	...	...	...	...	...	...	7,7	...	2	7,9
	Accounts		...	...	...	...	...	12,1	26,2	...	2	38,5
Other Items . .	Accounts.	1896-97 .	15,0	2,1	4,7	1,5	40,5	4,7	8,8	13,2	36,0	126,5
	Budget		11,7	2,7	4,7	1,3	35,5	4,0	9,4	15,3	35,5	120,1
	Revised	1897-98 .	12,7	1,1	9	1,4	37,7	3,5	7,3	14,9	34,2	113,7
	Accounts.		11,4	5	1,0	1,6	46,4	2,9	7,4	10,7	35,2	123,1
TOTAL	Accounts.	1896-97 .	41,4	9,8	59,0	3,9	120,9	42,9	30,3	81,7	53,4	443,3
	Budget		34,6	9,4	54,1	10,9	119,6	39,5	28,6	84,4	49,6	430,7
	Revised	1897-98 .	52,0	12,4	59,6	7,3	95,1	32,7	27,3	81,9	51,5	419,8
	Accounts.		47,5	12,7	56,3	3,8	109,8	48,7	48,0	85,6	56,7	469,1
England			Ster- ling.	Ex- change.	TOTAL.	Total, including England.	{	Accounts.	1896-97 .	478,0		
	Accounts.	1896-97 .	20,9	13,8	34,7							
	Budget		2,5	1,7	4,2							
	Revised	1897-98 .	3,0	1,7	4,7							
	Accounts.		2,9	1,7	4,6		Accounts.	1897-98	424,5			
												473,7



Section E.—MISCELLANEOUS—*continued.*XXV.—Miscellaneous—*continued.*

175. The Indian revenue under this head exceeded the Budget Estimate by 38,4 and the actuals of the previous year by 25,8. These improvements were mainly the results of increases of 12,6 in India under *Gain by Exchange on Transactions in India* owing to the re-valuation of gold coins, of 15,0 under *Unclaimed Deposits* and of 31,0 under *Extraordinary Items* in the North-Western Provinces (12,1) and Punjab (19,9), due in the former case to the adjustment of the commutation value of Wasika pensions lapsed to Government under the first and sixth Oudh Loans, and in the latter to fines realized from Frontier tribes in consequence of the recent expeditions, and the decrease of 25,9 under *Miscellaneous Fees, Fines and Forfeitures*, chiefly in Bengal, due to recoveries on account of partition fees being adjusted by deduction from charges under 3.—Land Revenue (para. 60) instead of by credit to this head as hitherto.

176. Under *Unclaimed Deposits* the increase occurred chiefly in Bengal, Punjab and Bombay; in Assam the refunds of lapsed deposits exceeded the amount which lapsed to Government and the excess was debited to 32.—Miscellaneous. Under *Government Audit Fees* the increase was due to the transfer in the Central Provinces and Burma to this minor head from *Other Items* of recoveries from Local Funds of the cost of local audit. The increase under *Contributions* was also due chiefly to the transfer from *Other Items* of recoveries from Incorporated Local Funds for cost of management and Local Audit in the Central Provinces, Assam and Bengal. The decrease under *Rents* was due to the transfer of receipts from staging bungalows to XXXII.—Civil Works. In Madras notwithstanding this transfer the receipts exceeded the Budget chiefly in choultry rents.

177. Under *Other Items* the increase was wholly in Bengal (10,0) and Madras (1,4), in the former 1,6 occurred in the Provincial Section and 11,4 in the Local, partly counterbalanced by the transfer referred to above, and in the latter in the Local Section due to larger sales of avenue clippings and larger receipts under sundries. The decrease in the other Provinces was mainly due to the transfers referred to above. In the North-Western Provinces the fall was chiefly under *Miscellaneous Nazul Receipts*, and in Punjab partly to the closing of the Khyber route (4,0) in consequence of the Afridi rising.

## Section E.—MISCELLANEOUS.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts
5,856,7	EXPENDITURE . . . . .	5,913,0	5,724,5	5,716,8

178. The total expenditure in England and India was less than the Budget Estimate and the actuals of the previous year by 196,2 and 139,9. Apart from Exchange, to which the saving is mostly due, the expenditure in India exceeded the Budget Estimate and the actuals of the previous year by 28,8 and 62,0, respectively, and the sterling charges showed a decrease of 8,3 as compared with the Budget, and an increase of 6,7 when compared with the previous year's actuals. Under Civil Furlough and Absentee Allowances the sterling charges fell short of the Budget by 38,3; under Superannuation the sterling and Indian expenditure exceeded the Budget by 17,5 and 22,5, respectively; under Stationery and Printing there was an excess in India of 13,6 and in England of 6,7, and under Miscellaneous there was a saving in India of 14,7 owing to the transfer to 45.—Civil Works of charges on account of staging bungalows, while the expenditure in England showed an excess of 5,9, chiefly in the cost of Insignia of Indian Orders.

## 27.—Territorial and Political Pensions.

			India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras	Bom- bay.	TOTAL.	
Territorial and Political Pensions.	{	Accounts . 1896-97 . .	16,8	24,8	...	8	99,8	89,8	21,0	65,1	66,2	384,3	
		Budget . . . . .	10,4	25,0	...	1,0	109,1	89,1	20,0	63,9	65,6	384,1	
		Revised . 1897-98 . .	10,9	24,8	...	9	113,5	88,1	22,2	63,4	64,8	388,6	
		Accounts . . . . .	10,4	24,6	...	9	114,1	87,2	22,2	62,4	70,2	392,0	
Charitable Allowances.	{	Accounts . 1896-97 . .	4,1	...	15,4	...	7	6,9	9,0	3	8	37,2	
		Budget . . . . .	4,1	...	15,4	...	7	6,8	8,7	2	3	36,2	
		Revised . 1897-98 . .	4,1	...	14,9	...	7	6,8	8,8	2	3	35,8	
		Accounts . . . . .	4,1	...	14,9	...	6	6,6	9,2	2	3	35,9	
TOTAL	{	Accounts . 1896-97 . .	20,9	24,8	15,4	8	100,5	96,7	30,0	65,4	67,0	421,5	
		Budget . . . . .	14,5	25,0	15,4	1,0	109,8	95,9	28,7	64,1	65,9	420,3	
		Revised . 1897-98 . .	15,0	24,8	14,9	9	114,2	94,9	31,0	63,6	65,1	424,4	
		Accounts . . . . .	14,5	24,6	14,9	9	114,7	93,3	31,4	62,6	70,5	427,9	
England . . . . .	{	Accounts . 1896-97 . .	9,6	6,3	15,9	Total, including England . . . . .						Accounts . 1896-97 . .	437,4
		Budget . . . . .	9,4	6,2	15,6							Budget . . . . .	435,9
		Revised . 1897-98 . .	9,4	5,3	14,7							Revised . 1897-98 . .	439,1
		Accounts . . . . .	9,3	5,2	14,5							Accounts . . . . .	442,4
Excess over Budget Grant, Imperial . . . . .			...	...	...	...	4,9	...	2,7	...	4,6	12,2	
Excess sanctioned by the Imperial Government . . . . .			...	...	...	...	4,4	...	...	...	...	4,4	
" awaiting sanction of Imperial Government . . . . .			...	...	...	...	5	...	2,7	...	4,6	7,8	

179. The Indian expenditure exceeded the Budget Estimate and the actuals of the previous year by 7,6 and 6,4, respectively. The excess occurred in Bengal (4,9), Punjab (2,7), and Bombay (4,6), being due in the first two cases, chiefly to arrear payments, but in Punjab the excess was partly due to a payment of 1,2 to Malik Mani Khan, under the orders of the Government of India. In Bombay the increase was due to the adjustment in connection with the advance for liquidating the debts of Zai-ul-Nissa Ladli Begum, the daughter of Mir Jafar Ali Khan of Surat, partly counterbalanced by the postponement of the grant to the Angria family. The saving in the other Provinces was chiefly due to lapses, but in the North-Western Provinces it was partly counterbalanced by payment of Wasika pensions for an extra month in consequence of the lunar leap year (2,1), and in Madras it was enhanced by a Tanjore pensioner not having drawn her pension for nine months. The excess over the actuals of the previous year was due mainly to the above causes, and in Bengal was enhanced by payment of pension of the



27.—Territorial and Political Pensions—*continued.*

### 28.—Civil Furlough and Absentee Allowances.

### 29.—Superannuation Allowances and Pensions.

			India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.	
Superannuation and Retired Allow- ances.	{	Accounts . 1896-97 .	51,1	27,6	39,1	9,8	195,6	202,3	98,3	153,7	185,7	963,2	
		Budget .	51,7	27,8	35,3	11,0	201,0	205,3	100,8	160,4	191,5	984,8	
		Revised .	51,4	28,4	36,9	10,5	206,6	213,7	107,0	156,7	190,2	1,001,1	
		Accounts .	53,3	28,9	35,6	10,3	206,4	212,4	105,1	155,6	189,7	998,8	
Compassionate Al- lowances.	{	Accounts . 1896-97 .	1,6	5	...	...	1,7	2,8	2,0	2,7	3,4	14,7	
		Budget .	1,6	6	...	1	2,2	3,1	2,3	2,5	3,3	15,7	
		Revised .	1,6	5	...	1	2,2	2,7	2,7	2,5	3,3	15,6	
		Accounts .	1,6	5	...	1	1,5	2,6	3,5	2,5	3,1	15,4	
Gratuities .	{	Accounts . 1896-97 .	2	2	1,3	2	8	9	1,1	1,3	2,0	8,0	
		Budget .	1	2	1,6	2	7	1,1	8	1,5	1,3	7,5	
		Revised .	3	3	3,1	1	1,7	9	8	1,3	1,3	10,3	
		Accounts .	3	3	5,0	1	1,7	9	1,1	1,8	1,3	12,5	
Military Orphan and Medical Re- tiring Funds.	{	Accounts . 1896-97 .	...	1	3	1	4,5	1,2	7	9	1,1	8,9	
		Budget .	...	1	...	1	3,6	1,2	7	1,3	6	7,6	
		Revised .	...	1	3	1	3,8	1,2	1,0	9	7	8,1	
		Accounts .	...	1	3	1	5,4	1,8	1,1	6	7	10,1	
Pensions of the Mi- itary Funds.	{	Accounts . 1896-97 .	4	...	...	...	9	2,6	6	1,8	1,1	7,4	
		Budget .	3	...	...	...	9	2,4	9	1,8	1,2	7,5	
		Revised .	3	...	...	...	1,5	2,4	8	1,7	1,2	7,9	
		Accounts .	3	...	...	...	1,0	2,4	9	2,1	1,2	7,9	
Pensions of the Civil Funds.	{	Accounts . 1896-97 .	1,4	...	...	...	2	...	...	8	...	2,4	
		Budget .	1,5	...	...	...	2	...	...	8	...	2,5	
		Revised .	1,5	...	...	...	2	1	...	7	3	2,3	
		Accounts .	1,4	...	...	...	2	1	...	7	3	2,7	
Other Charges	{	Accounts . 1896-97 .	4	...	...	...	...	1	5	1	2	1,3	
		Budget .	...	...	...	...	...	...	5	...	...	5	
		Revised .	...	...	1	...	...	...	7	8	...	1,0	
		Accounts .	1	...	1	...	...	...	8	7	...	1,7	
TOTAL	{	Accounts . 1896-97 .	55,1	28,4	40,7	10,1	203,7	209,9	103,2	161,3	193,5	1,005,9	
		Budget .	55,2	28,7	36,9	11,4	208,6	213,1	106,0	168,3	197,9	1,026,1	
		Revised .	55,1	29,3	40,4	10,8	216,0	221,0	113,0	165,1	197,0	1,047,7	
		Accounts .	57,0	29,8	42,0	10,6	216,2	220,2	112,5	164,0	196,3	1,048,6	
			Ster- ling.	Ex- change.	TOTAL.								
England	{	Accounts . 1896-97 .	1,874,5	1,238,8	3,113,3	Total, including England.							
		Budget .	1,884,2	1,243,6	3,127,8								
		Revised .	1,904,7	1,066,6	2,971,3								
		Accounts .	1,901,7	1,070,9	2,972,0								

## Section E.—MISCELLANEOUS—continued.

20.—Superannuation Allowances and Pensions—*continued*.

		India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Excess over Budget Grant	{ Imperial . . .	1,9	...	...	...	1,9	1,3	4	...	1,7	7,2
	{ Provincial . . .	...	1,1	5,0	...	5,7	5,8	6,1	...	...	23,7
Excess sanctioned by Local Government		...	1,0	5,0	...	...	5,8	...	...	...	11,8
" " " the Imperial Government		...	...	...	...	8	...	...	...	1,5	2,3
" awaiting sanction of Imperial	. . .	1,9	...	...	...	1,1	1,3	4	...	2	4,9
the Imperial Government. { Provincial . . .		...	1	...	...	5,7	...	6,1	...	...	11,9

181. The saving under this head occurred entirely in consequence of the improvement in Exchange.

182. The Indian expenditure exceeded the Budget Estimate by 22.5, of which 13.5 occurred under *Superannuation and Retired Allowances* in all the Provinces except Assam, Madras, and Bombay, and was due mainly to sufficient allowance not having been made in the Budget for the normal growth of the expenditure under this head. The following statement shows this growth during the last six years:—

[illegible]

183. Under *Compassionate Allowances* the increase in Punjab was due to the adjustment of charges formerly adjusted on the Burma books. Under *Gratuities* the excess in Burma was due to the retirement on gratuities of a large number of the employes of the late Burma State Railway under the special concessions offered by Government, and that in Bengal was due to certain special payments. Under *Military Orphan and Medical Retiring Funds* the Budget in Bengal, the North-Western Provinces and Punjab was taken too low, while in Madras it was too high. In Bombay there were special payments in 1895-97 on account of marriage portions and arrears. Under *Other charges* the actuals in Madras represent bonuses paid to Provident Funds.

184. In England the saving occurred mainly in the pensions of the officers of the Uncovenanted Service, and in Civil Service Annuities.

30.—Stationery and Printing.

			India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Stationery Office at the Presi- dency.	{ Accounts. 1896-97 Budget : Revised : Accounts. } 1897-98	. . . .	... ... ... ...	... ... ... ...	... ... ... ...	... ... ... ...	15,3 15,4 15,4 15,9	... ... ... ...	... ... ... ...	2,9 3,0 3,1 3,0	2,1 2,5 2,4 2,6	20,3 20,9 20,9 21,5
Purchase of Sta- tionery.	{ Accounts. 1896-97 Budget : Revised : Accounts. } 1897-98	. . . .	... 1 1 1	5 8 6 7	1,8 1,5 2,1 1,9	6 9 7 5	199,9 200,4 220,4 222,7	7,1 7,3 7,1 7,1	13,7 13,9 13,4 12,8	38,3 39,3 43,6 42,5	47,3 49,9 49,3 49,4	309,2 320,1 337,3 337,7
Government Presses.	{ Accounts. 1896-97 Budget : Revised : Accounts. } 1897-98	. . . .	81,6 81,7 82,9 85,6	8,3 7,8 7,7 7,7	32,8 35,9 30,4 29,4	6,9 6,2 7,4 7,2	35,4 36,9 35,7 35,7	32,2 30,9 20,1 29,4	16,5 18,5 17,1 17,1	30,9 30,7 30,6 30,9	33,6 32,7 33,4 34,4	278,2 281,3 274,3 277,4
Stationery sup- plied from Central Stores.	{ Accounts. 1896-97 Budget : Revised : Accounts. } 1897-98	. . . .	—205,1 —206,7 —211,9 —240,2	7,7 7,9 7,9 11,1	21,9 23,3 23,5 24,9	2,7 2,5 2,5 2,8	53,1 54,2 54,2 59,9	23,8 24,2 25,2 25,9	8,3 9,6 9,6 10,9	54,3 50,0 54,0 64,3	33,3 35,0 35,0 40,4	... ... ... ...
Stationery sup- plied to Postal and Telegraph Departments.	{ Accounts. 1896-97 Budget : Revised : Accounts. } 1897-98	. . . .	—20,3 —23,0 —21,5 —23,4	... ... ... ...	... ... ... ...	... ... ... ...	... ... ... ...	... ... ... ...	... ... ... ...	... ... ... ...	... ... ... ...	—20,3 —23,0 —21,5 —23,4



Section E.—MISCELLANEOUS—continued.  
30.—Stationery and Printing—continued.

			India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras	Bom- bay.	TOTAL.			
Other Charges	Accounts . 1896-97	5	1,1	...	...	3,6	4,8	7,8	4,2	7	22,7				
	Budget .	5	2,0	...	2	3,3	5,0	6,8	7,7	6	20,1				
	Revised .	6	2,8	...	...	3,3	3,3	7,5	4,8	6	22,0				
	Accounts .	4	4,3	...	2	3,0	4,2	7,2	4,4	1,5	25,8				
TOTAL	Accounts . 1896-97	—143,3	17,6	56,5	10,2	307,3	67,9	46,3	130,6	117,0	610,1				
	Budget .	—147,4	18,5	60,7	9,8	316,2	67,4	48,8	130,7	120,7	625,4				
	Revised .	—149,8	19,0	56,0	10,6	329,0	64,7	47,6	136,1	120,7	633,9				
	Accounts .	—177,5	23,8	56,2	10,7	337,8	66,6	48,0	145,1	128,3	639,0				
ENGLAND:			Sterling.	Ex- change.	TOTAL.										
Stores	Accounts . 1896-97	35,8	23,6	59,4											
	Budget .	41,3	27,2	68,5											
	Revised .	51,0	28,5	79,5											
	Accounts .	47,8	26,9	74,7											
Other Charges	Accounts . 1896-97	6,0	4,0	10,0	Total, including England.	{	Accounts . 1896-97 .	679,5							
	Budget .	6,5	4,3	10,8					Budget .	704,7					
	Revised .	6,0	3,7	10,3							Revised .	723,7			
	Accounts .	6,7	3,7	10,4									Accounts .	724,1	
Total England	Accounts . 1896-97	41,8	27,6	69,4											
	Budget .	47,8	31,5	79,3											
	Revised .	57,6	32,2	89,8											
	Accounts .	54,5	30,6	85,1											
Excess over Budget Grant { Imperial			...	...	...	...	17,3	...	...	3,8	...	21,1			
Provincial			...	5,3	...	8	4,3	...	...	10,5	7,8	28,7			
Excess sanctioned by { Local Government			...	5,3	...	8	...	...	...	10,5	7,8	24,4			
Imperial "			...	...	...	...	15,0	...	...	3,8	...	18,8			
Excess awaiting sanc- { Imperial			...	...	...	...	2,3	...	...	...	...	2,3			
tion of Government. { Provincial			...	...	...	...	4,3	...	...	...	...	4,3			
Extra charges due to Famine			3	1,0	...	...	6	2	9	...	1,7	4,7			
Savings under Exchange Compensation allow- ance			1	...	1	...	...	...	...	...	...	2			

185. The Indian expenditure under this head exceeded the Budget Estimate and the actuals of the previous year by 13,6 and 28,9, respectively. The excess occurred mainly under *Purchase of Stationery* (17,6), chiefly in Bengal (16,3) and Madras (3,2); the former was partly covered by an additional grant of 15,0 sanctioned by the Government of India, Finance and Commerce Department letter No. 947-A., dated 24th February 1898, and the latter was covered by an additional grant of 5,0 sanctioned by the Government of India. The excess over the actuals of the previous year also chiefly occurred under this head.

186. Under *Government Presses* the increase in India (3,9) was due to more printing work done in the Central Press in consequence of famine, plague, and the frontier disturbances. In the Branch Press at Simla there was higher expenditure on temporary establishment and overtime allowances. In Assam the excess (1,0) was chiefly due to expenditure incurred in connection with the earthquake, and in Bombay (1,7), it was due chiefly to heavy freight charges on stores received from Europe, to forwarding charges, and to grain compensation. These excesses were more than covered by savings in the other Provinces, the principal being 6,5 in Burma, due to less outlay on extra and overtime establishment (3,2), and to the non-utilization of the provision of 2,0 for stores and stock from England, 1,5 in the North-Western Provinces due to the High Court getting private appeals printed at private presses instead of through the agency of the Government Press as formerly, and 1,4 in Punjab due chiefly to a reduction in the rates for lithographic printing (2,5), counterbalanced by higher charges for temporary establishments in the Civil Secretariat Press, owing mainly to increase in printing work due to famine. Under *Stationery supplied from Central Stores*, the Budget was exceeded in all the Provinces due to under-estimate, the excess in the Central Provinces and Bombay was no doubt largely due to the increased demand in consequence of the famine; and in Madras the high demand is attributed to completion of the previous year's indents and fuller compliance with indents for 1898-99, to the supply of special water-marked paper for plaints to the Superintendent of Stamps, to famine and to large supplies of type-writers. Under Other Charges the only important variations occurred in the

## Section E.—MISCELLANEOUS—continued.

## 20.—Stationery and Printing—continued.

Central Provinces, Bombay and Madras; the excesses (2,3) and (9) in the first two cases respectively were under *Printing at Private Presses*, due in the former to the transfer to the *Pioneer Press* of work formerly done in the Government Press, while in Madras the saving was due chiefly to the provision for printing Settlement Registers not having been utilized.

187. In England the demand for stores was larger than anticipated.

## 32.—Miscellaneous.

			India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Allowances and Re- wards.	Accounts . 1896-97 . .	2	1	1,8	3	6	8	1,1	5	1,5	6,9	
	Budget . .	2	1	1,8	4	1,0	7	9	9	1,6	7,6	
	Revised . 1897-98 . .	2	1	1,5	2	7	7	8	5	1,1	5,8	
	Accounts . .	2	1	1,6	2	8	3	7	5	9	5,3	
Remittance Charges	Accounts . 1896-97 . .	5,4	1,1	1,9	1,1	2,8	4,5	3,8	2,3	2,6	25,5	
	Budget . .	3,4	1,2	1,3	1,6	3,0	4,1	1,8	2,2	1,4	20,0	
	Revised . 1897-98 . .	4,3	1,6	2,1	9	4,0	3,5	5,4	5,4	5,0	32,2	
	Accounts . .	2,4	1,2	1,7	8	4,1	3,1	4,3	5,3	5,4	28,3	
Charitable Dona- tions.	Accounts . 1896-97 . .	8	1,2	3	5	11,1	3,8	5	5,6	7,3	31,1	
	Budget . .	8	2	3	4	10,3	3,7	6	5,8	7,6	29,7	
	Revised . 1897-98 . .	8	1,2	3	5	10,6	3,7	6	5,9	7,3	30,9	
	Accounts . .	8	1,2	4	6	10,5	3,9	5	5,8	7,3	31,0	
Rewards for De- struction of Wild Animals.	Accounts . 1896-97 . .	1	2,3	1,7	1,2	1,4	9	1,0	2,5	6	11,7	
	Budget . .	1	2,1	1,8	1,8	1,8	9	1,1	2,4	6	12,6	
	Revised . 1897-98 . .	1	1,7	2,2	1,6	1,8	1,0	1,0	2,4	5	12,3	
	Accounts . .	1	1,5	2,1	1,4	1,4	9	7	1,9	5	15,5	
Petty Establishments	Accounts . 1896-97 . .	1,4	3,0	12,7	3,9	7,5	4,2	8,7	28,3	1,6	71,3	
	Budget . .	1,6	3,1	14,8	4,3	8,0	4,6	9,0	27,5	1,7	74,0	
	Revised . 1897-98 . .	1	1,4	11,6	2,0	3,6	2,3	6,6	27,4	6	55,6	
	Accounts . .	1	1,4	11,4	2,0	3,2	2,6	6,8	26,4	6	54,5	
Special Commis- sions of Enquiry.	Accounts . 1896-97 . .	3,6	...	...	...	8	1	...	1	3	4,9	
	Budget . .	...	...	...	...	1,0	2	...	2	...	1,4	
	Revised . 1897-98 . .	4,4	...	...	...	5	1	...	...	...	5,0	
	Accounts . .	4,5	...	...	...	7	...	1	...	...	5,3	
Irrecoverable Loans written off.	Accounts . 1896-97 . .	...	1	2	...	3	1,2	1	5	...	2,4	
	Budget . .	...	...	1	...	4	1	1	1	...	8	
	Revised . 1897-98 . .	...	...	1	...	2	1	1	5	...	1,0	
	Accounts . .	...	1	1	...	1	1	...	2	...	6	
Rents, Rates, and Taxes.	Accounts . 1896-97 . .	2,1	1	2,7	3	2,7	...	...	8	9,8	18,5	
	Budget . .	2,1	...	2,7	4	3,1	...	...	9	9,9	19,1	
	Revised . 1897-98 . .	2,2	...	2,8	2	2,7	...	...	8	9,9	18,6	
	Accounts . .	2,2	1	2,7	1	2,5	...	...	8	9,9	18,3	
Extraordinary Items	Accounts . 1896-97 . .	...	...	...	...	...	...	...	...	...	...	
	Budget . .	...	...	...	...	...	...	...	...	1	1	
	Revised . 1897-98 . .	1	...	...	...	...	...	...	...	...	1	
	Accounts . .	...	...	...	...	1	...	...	...	...	1	
Other Items . .	Accounts . 1896-97 . .	1,1	2,6	2,4	1,6	7,0	3,3	1,6	9,4	7,5	36,5	
	Budget . .	7	2,2	1,8	1,2	8,8	6,5	3,1	13,5	3,9	41,7	
	Revised . 1897-98 . .	1,1	1,9	2,0	2,6	6,6	3,3	3,5	10,6	6,4	38,0	
	Accounts . .	1,3	1	1,5	2,7	8,7	2,5	2,9	12,5	6,8	39,0	
TOTAL	Accounts . 1896-97 . .	14,7	10,5	23,7	8,9	34,2	18,8	16,8	50,0	31,2	208,8	
	Budget . .	8,9	8,9	24,6	10,1	37,4	20,8	16,6	53,5	26,8	207,6	
	Revised . 1897-98 . .	13,3	7,9	22,6	8,0	30,7	14,7	18,0	53,5	30,8	199,5	
	Accounts . .	11,6	5,7	21,5	7,8	32,1	13,4	16,0	53,4	31,4	192,9	
England		Ster- ling.	Ex- change.	TOTAL.	Total, including England.		Accounts . 1896-97 . Budget . . Revised . 1897-98 . Accounts . .		244,8 242,4 246,8 235,6			
	Accounts . 1896-97 . .	21,7	14,3	36,0								
	Budget . .	21,0	13,8	34,8								
	Revised . 1897-98 . .	30,3	17,0	47,3								
		26,9	15,2	42,1								



## Section E.—MISCELLANEOUS—concluded.

## 32.—Miscellaneous—continued.

	India	Central inces.		Assam	Bengal	N.-W. P. and C.	Punjab	Madras	Bombay	TOTAL
Excess over Budget Grant, Imperial . . . . .	3.0	...	5	...	1.1	...	2.6	3.3	6.3	16.8
Excess sanctioned by Imperial Government . . . . .	...	...	...	...	1.0	...	...	3.2	6.1	10.3
Excess awaiting sanction of the Imperial Government, Imperial . . . . .	3.0	...	5	...	1	...	2.6	1	2	6.5
Extra charge due to Famine . . . . .	4.4	4	...	...	2	3	...	...	1	5.4

188. The Indian expenditure fell short of the Budget Estimate and the actuals of the previous year by 14.7 and 15.9, respectively. The decrease occurred chiefly under *Petty Establishments*, and was due mainly to the transfer of charges on account of staging bungalows to 45.—Civil Works. Compared with the previous year the decrease was also mainly due to this transfer.

189. Under *Remittance charges* there was an increase of 8.3, contributed mainly by Bombay (4.0), Punjab (2.5), Madras (3.1), and Bengal (1.1), being due in the last two cases, chiefly to transfers to districts affected by the famine, and in Bengal partly also to the removal of money held in Currency chests to Calcutta. In Bombay there were large remittances for resource purposes, and in Punjab in connection with the Frontier disturbances. Under *Charitable Donations* the excess in the Central Provinces was due to payments made for the support of famine orphans. Under *Special Commissions of Enquiry* the expenditure in India represents charges on account of the Indian Famine Commission. Under *Other Items* the excess in India (6) represents the loss incurred by the exchange of Bhopali rupees for Government rupees; the saving in the Central Provinces was due to no adjustment having been made for rent of Telegraph lines; in Assam the excess (1.5) was due to the special contributions of 2.0 and 1 made to the Welsh and the Roman Catholic Missions respectively for the restoration of schools and hospitals in the Khasi Hills destroyed by the earthquake; and in the North-Western Provinces the saving (4.0) was due partly to expenditure on account of plague provided for under this head having been transferred to 24.—Medical (2.5), and partly to savings under books and periodicals (7), and other petty items (8).

190. The increase in England was due to higher expenditure on Insignia of Indian Orders (4.0) and to charges in connection with the Royal Commission on Indian Expenditure, mainly owing to the detention on duty of the Comptroller and Auditor General in England (9), and to larger refunds of fines and penalties incurred by contractors (2.9), partly counterbalanced by smaller payments in respect of stores lost in transit to India (1.8).

## Section F.—FAMINE RELIEF AND INSURANCE.

1896-97. Accounts. 2,126,4 EXPENDITURE . . . . . Budget. 3,000,2 1897-98. Revised. 5,414,2 5,363,1

191. The failure of crops during the years 1896 and 1897 having necessitated heavy expenditure, provision of 3,641,2 was made in the Budget Estimate for expenditure on direct Famine Relief. An accurate forecast of the expenditure was not possible at the time the Budget was framed owing to the absence of any reliable data regarding the extent to which and the time over which relief operations would be necessary. There being considerable excess of expenditure in many Provinces, the Revised Estimate was raised to 5,391,8 to meet this calamity, which, however, proved to be more than sufficient. As the charges for actual Famine Relief works were expected to exceed the limit fixed in normal years for the Famine Insurance Grant, the charges for the construction of Protective Railways was shown under 48.—State Railways. Provision of 25,0 was made for the construction of *Protective Irrigation Works*. The net charge on the revenues (456,5) for Protective Railways, constructed through the agency of the Companies which is shewn under Railway Revenue Account, brought the Famine Insurance Grant to 4,122,7.

192. The following statement shows the total amount chargeable to this grant, and its distribution:—

*Famine Relief and Insurance.*

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
2,079,5	Famine Relief . . . . .	3,641,2	5,391,8	5,325,6
46,9	Construction of Protective Irrigation Works . . . . .	25,0	22,4	37,5
2,126,4	TOTAL	3,666,2	5,414,2	5,363,1

*Railway Revenue Account.*

229,0	Net charges on account of Indian Midland Railway . . . . .	239,2	151,2	152,4
209,9	" " " Bengal-Nagpur Railway . . . . .	217,3	217,0	200,5
438,9	TOTAL	456,5	368,2	352,9
2,565,3	GRAND TOTAL	4,122,7	5,782,4	5,716,0

## 33.—Famine Relief.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
1,2	India . . . . .	1,3	8,2	7,5
303,3	Central Provinces . . . . .	680,0	1,340,0	1,345,8
55,5	Burma . . . . .	66,6	62,7	62,8
244,2	Bengal . . . . .	1,004,8	889,4	886,5
993,3	North-Western Provinces . . . . .	850,0	1,069,0	1,070,7
86,1	Punjab . . . . .	167,8	125,6	99,3
56,3	Madras . . . . .	200,4	928,6	905,3
325,7	Bombay . . . . .	670,3	965,5	945,0
2,065,6	TOTAL	3,641,2	5,389,0	5,322,9
8,4	England . . . . .	...	1,8	1,7
5,5	Exchange . . . . .	...	1,0	1,0
2,079,5		3,641,2	5,391,8	5,325,6



Section F.—FAMINE RELIEF AND INSURANCE—*continued.*33.—Famine Relief—*continued.*

193. The actuals show an excess of 1,681,7 over the Budget Estimate. Of this excess 1,200,1 occurred in the Public Works portion. In Burma, Bengal, and Punjab the Estimates on the whole were sufficient, but in the last two there were excesses in the Provincial portion. There were considerable excesses in the other Provinces, the largest of which occurred in Madras and Central Provinces. The variations were chiefly due to the fact that the Estimates were based on insufficient data.

194. The charges in India are due to the deputation of Mr. James as Vice President of the Charitable Relief Fund, the office expenses of that fund, and the employment of officers on famine duty in Native States. The excess of 54,3 in Punjab under Provincial was due to the transfer of the Famine charges, not falling under Local, from Imperial to Provincial under orders of the Government of India. The following table shows the grants made to cover excess expenditure and the amounts still requiring formal sanction :—

		India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Excess over Budget Grant	{ Imperial Provincial.	6,2 ...	667,1 ...	... ...	... ...	... 6,2	220,7 ...	... 54,3	713,7 ...	372,3 ...	1,980,0 60,5
Excess sanctioned by Imperial Government		...	610,0	...	...	...	220,7	...	657,1	295,0	1,782,8
" awaiting sanction of the Imperial Government	{ Imperial Provincial	6,2 ...	57,1 ...	... ...	... ...	... 6,2	... ...	... 54,3	56,6 ...	77,3 ...	197,2 60,5

## 35.—Construction of Protective Irrigation Works.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
...	INDIA . . . . .	...	...	...
	N.-W. PROVINCES AND OUDH—			
4,4	Betwa Canal . . . . .	2,2	2,7	2,0
	PUNJAB—			
20,3	Swat River Canal . . . . .	1,0	2,8	2,1
	MADRAS—			
20,4	Rushikulya project . . . . .	16,9	13,9	14,4
	BOMBAY—			
1,3	Nira Canal . . . . .	6	6	4
...	Mhasvad tank . . . . .	5	...	...
4	Chankapur tank . . . . .	3,8	...	2,1
1	Other Works . . . . .	...	2,4	16,5
46,9		25,0	22,4	37,5

195. The decrease was due chiefly to the Kalpani Rajbaha of the Swat River Canal having been nearly completed during 1896-97, and partly to the approaching completion of the Rushikulya project. The increase over the Budget and Revised Estimates was mainly due to the transfer to this head of the normal expenditure on famine relief work done on the Chankapur, Maladevi, and Shetphal tanks in Bombay. The excesses of 1,1 in Punjab, and 14,2 in Bombay require to be sanctioned.

### Section G.—37.—CONSTRUCTION OF RAILWAYS (charged against Revenue in addition to that under Famine Insurance)

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
12,8	EXPENDITURE . . . . .	7,3	4,7	3,8

196. The following are the details of the amount spent under Provincial, nothing having been charged to this head under Imperial, and the explanation of the differences between the Actuals of 1896-97 and 1897-98, as well as between the Actuals and the Budget Estimate of the last-named year:—

PROVINCIAL.							
1896-97. Accounts.			Budget.	1897-98. Revised.	Accounts.		
	ASSAM—						
6,6	Jorhat Railway . . . . .		3,1	1,5	7		
—8	Cherra-Companygunj Railway . . . . .		...	—4	—5		
5,8	TOTAL . . . . .		3,1	1,1	2		
	MADRAS—						
1,9	Mayavaram-Mutupet Railway . . . . .		3,4	2,8	2,8		
	BOMBAY—						
5,1	Hyderabad-Shadipalli Railway . . . . .		8	8	8		
12,8	GRAND TOTAL, PROVINCIAL . . . . .		7,3	4,7	3,8		

197. The net decrease occurred chiefly on the Jorhat Railway, owing to the purchase in the previous year of two locomotive engines and to certain adjustments in connection with English Stores.



## Section H.—RAILWAYS.

198. The following is a general statement of the Revenue Account, taking the gross figures for Guaranteed Railways instead of the net figures shown in the Finance and Revenue Accounts:—

1897-98.	State Railways.	Guaranteed Railways.	Subsidised Companies.	Miscellaneous.	TOTAL.
GROSS RECEIPTS .	19,044,5	5,414,6	15,0	...	24,474,1
WORKING EXPENSES .	8,713,4	3,213,2	...	...	11,926,6
Surplus Profits .	487,8	110,3	...	...	598,1
Interest . . .	7,182,3	3,377,1	...	...	10,559,4
Annuities . . .	2,676,7	...	...	...	2,676,7
Land and Supervision .	...	15,9	113,8	...	129,7
Miscellaneous Railway Expenditure . . .	...	...	...	16,2	16,2
TOTAL EXPENDITURE .	19,060,2	6,716,5	113,8	16,2	25,906,7

## NET GAIN OR LOSS TO GOVERNMENT—

1897-98 . . . . .	— 15,7	—1,301,9	—98,8	— 16,2	—1,432,6
1896-97 . . . . .	—1,096,7	—1,438,4	—61,0	— 63,9	—2,660,0
1895-96 . . . . .	— 493,9	—1,061,8	+ 7,0	— 71,6	—1,620,3
1894-95 . . . . .	— 737,5	—1,535,7	+25,0	—100,3	—2,348,5
1893-94 . . . . .	— 666,3	— 778,9	+13,1	—103,4	—1,535,5

199. These figures show that *State Railways* did better than in 1896-97. Under *Receipts* there was an increase of 1,404,9 due to a revival of traffic after the Famine and to the Frontier Expedition, and though the *Expenditure* was more by 323,9 the net result was better than the previous year's by 1,081,0.

200. There was an increase of 276,8 in *Working Expenses* due to increased train mileage run, and a decrease of 57,7 for *Interest* and *Annuities* owing to improvement in Exchange; and there was an increase of 104,8 in the surplus profits paid to companies, consequent on increased earnings.

201. The working of *Guaranteed Railways* resulted in a loss of 1,301,9, which was less by 136,5 than the loss of the preceding year. There was a decrease of 432,8 in the *Net Traffic receipts*, whilst the charge for *Interest* was less by 220,1 by reason of the rise in Exchange.

202. The net loss to Government on the Revenue Account of Railways, as shown above, is considerably affected by the fluctuations in the rate of exchange, which are eliminated in the following figures, showing in each year the net loss or gain for State and Guaranteed Railways, if the rate of exchange had not varied from that of 1886-87:—

	State Railways.	Guaranteed Railways.	TOTAL.
1897-98 . . . . .	+ 674,0	—898,8	— 224,8
1896-97 . . . . .	— 63,1	—823,0	— 886,1
1895-96 . . . . .	+ 882,2	—232,4	+ 649,8
1894-95 . . . . .	+ 856,7	—553,4	+ 343,3
1893-94 . . . . .	+ 316,6	—188,9	+ 127,7
1892-93 . . . . .	— 234,1	—321,7	— 555,8
1891-92 . . . . .	+ 315,5	—210,2	+ 105,3
1890-91 . . . . .	— 552,5	—262,0	— 814,5
1889-90 . . . . .	— 746,0	—529,6	—1,275,6
1888-89 . . . . .	— 991,1	—682,1	—1,673,2
1887-88 . . . . .	—1,002,0	—811,4	—1,813,4
1886-87 . . . . .	— 375,1	—675,6	—1,050,7

203. The figures show that the net results, apart from variations in Exchange, improved steadily year by year from 1887-88 to 1895-96, with the single exception of 1892-93, when there was a serious falling off in the wheat export traffic. In 1896-97 traffic receipts were injuriously affected by famine and plague. In the past year, however, owing to a revival of traffic after the famine and to the Frontier expedition, there was an improvement, apart from Exchange, of 661,3.

## Section H.—RAILWAYS—RECEIPTS.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
20,297,8	RECEIPTS . . . . .	20,682,4	21,167,3	21,260,9

204. The following are the items comprised in this group, particulars of which are given in the succeeding statements :—

1896-97. Accounts.		Budget.	1896-97. Revised.	Accounts.
17,639,6	State Railways (gross) . . . . .	18,023,7	18,995,0	19,044,5
2,634,2	Guaranteed Railways (net) . . . . .	2,630,0	2,160,0	2,201,4
24,0	Subsidised Companies . . . . .	28,7	12,3	15,0
20,297,8	TOTAL . . . . .	20,682,4	21,167,3	21,260,9

205. *State Railways*.—The gross receipts were better by 1,404,9 than those of the previous year. The principal increases occurred on the East Indian, North-Western, Oudh and Rohilkhand, Bengal and North-Western, Indian Midland, and Burma Railways.

206. On the East Indian Railway the increase was due chiefly to pilgrim traffic during October and December 1897, which were considered auspicious months for religious ceremonies, as well as during January 1898 in connection with the solar eclipse and the *Mâgh mela*; to large despatches of Ordnance and Commissariat stores, and to the running of a great number of troop, extra and mule trains in connection with the North-West Frontier expeditions; to increased traffic in rice, wheat, cotton piece-goods, coal, and railway materials carried for foreign lines. On the North-Western Railway the increase was due chiefly to the Frontier expedition, assisted by the revival of the wheat trade. The increase on the Oudh and Rohilkhand Railway was due to a return to ordinary traffic, the depressing effects of the famine having ceased, and to the Military traffic in connection with the operations on the North-West Frontier. The increase on the Bengal and North-Western Railway was due to the earnings of the previous year having been reduced below the average by reason of the prevailing famine; to the line having been extended, and to the development of traffic *via* Burhwal during 1897-98. The increase on the Indian Midland Railway was due to an improvement in traffic in wheat, oil-seeds, sugar and jagree, salt and piece-goods, the traffic increasing as times became easier, and to increased receipts on account of mileage and demurrage due to the revival of the export trade, as well as to the adjustment of arrears of shunting at joint stations. The increase on the Burma Railway was due to the continued prosperity of Lower Burma, the result of the good crops, the high price of paddy and consequent good trade, and to the general development of the railway.

207. Compared with the Budget Estimate there was an increase of 1,020,8, of which 584,2 occurred on the East Indian Railway, and was due to pilgrim and military traffic receipts; the increases of 482,8 and 83,6 on the North-Western and Indian Midland Railways were due to the same causes which led to the increase as compared with the actuals of the previous year. The increase of 109,3 on the Burma Railway was due to the Budget Estimate having been kept at a moderate figure, as it was considered unlikely that the earnings of the previous year, which were greatly in advance of those of the year before that, would be maintained; a second year, however, of general prosperity made the estimate incorrect.

208. *Guaranteed Railways*.—The net receipts were 432,8 below those of the previous year, the falling off occurred on the Bombay, Baroda and Central India, and Great Indian Peninsula Railways, and was the result of a decrease in the traffic and increase in working expenses of both the Railways. The falling off in traffic was due to famine and plague, and the increase in expenses to heavy outlay in connection with the renewal of carriage and wagon stock.



## Section H.—RAILWAYS—RECEIPTS—continued.

## XXVI and 38.—State Railways—Gross Receipts and Working Expenses.

				BUDGET, 1897-98.			REVISED, 1897-98.			ACCOUNTS, 1897-98.													
Gross Receipts.	Working Expenses.	Net.	Capital Outlay to 31st March 1898.	RAILWAYS.				Gross Receipts.	Working Expenses.	Net.	Gross Receipts.	Working Expenses.	Net.										
IMPERIAL.																							
5,450.9	1,688.7	3,762.2	37,078.0	East Indian . . .	5,300.3	1,643.0	3,657.3	5,900.3	1,707.0	4,193.3	5,884.5	1,679.3	4,205.2										
1,052.4	604.1	448.3	11,373.8	Eastern Bengal . . .	1,520.0	608.0	912.0	1,520.0	670.0	850.0	1,530.2	660.4	869.8										
2,011.0	942.8	1,068.2	15,055.9	Rajputana-Malwa (a) . . .	2,250.0	1,008.6	1,241.4	1,960.0	967.8	992.2	1,974.5	936.9	1,037.6										
2,887.9	1,710.6	1,177.3	45,305.2	North-Western . . .	3,000.0	1,800.0	1,200.0	3,500.0	1,870.0	1,630.0	3,422.8	1,830.2	1,592.6										
818.0	450.1	367.9	11,884.5	Oudh & Rohilkhand . . .	880.0	470.0	410.0	900.0	475.0	425.0	882.1	461.5	420.6										
612.9	352.5	260.4	9,904.9	Bengal-Nagpur . . .	650.0	340.0	310.0	590.0	310.0	280.0	615.3	317.1	298.2										
505.0	437.3	127.7	(b) 2,612.3	Bengal & North-Western & Tirhoot . . .	620.0	458.4	161.6	620.0	460.0	160.0	625.0	443.3	181.7										
485.7	289.9	195.8	8,893.4	Indian Midland . . .	485.0	290.0	195.0	505.0	310.0	195.0	568.6	312.6	256.0										
658.8	372.2	286.6	9,775.0	Southern Mahratta . . .	650.0	382.5	267.5	615.0	367.7	247.3	617.5	365.5	252.0										
899.3	486.7	412.6	7,337.7	South Indian . . .	910.0	530.0	380.0	890.0	475.0	415.0	894.4	473.1	421.3										
86.2	81.8	4.4	8,873.0	Burma . . .	760.0	447.5	312.5	845.0	498.4	346.6	809.3	503.2	306.1										
15,528.7	7,416.7	8,112.0	168,153.7	TOTAL	17,025.3	7,978.0	9,047.3	17,905.3	8,110.9	9,794.4	17,944.2	7,989.1	9,955.1										
OTHER RAILWAYS, IMPERIAL.																							
5.2	3.6	1.6	23.3	Palampur-Deesa . . .	4.0	2.8	1.2	3.8	2.7	1.1	4.0	2.7	1.3										
10.4	10.1	0.3	236.7	Bhopal . . .	18.2	10.8	7.5	15.5	9.0	6.5	15.2	9.1	6.1										
20.6	12.2	8.4	499.6	Wardha Coal . . .	20.0	12.0	8.0	20.0	14.4	5.6	19.9	14.0	5.9										
32.1	34.8	17.3	185.7	Warora Colliery . . .	52.0	40.0	12.0	52.0	39.5	12.5	55.2	39.6	15.6										
39.1	39.7	0.6	119.1	Umaria Colliery . . .	42.5	40.0	2.5	38.2	35.2	3.0	38.5	37.7	0.8										
66.4	67.5	1.1	6,801.2	Assam-Bengal . . .	130.0	104.0	26.0	102.5	86.0	16.5	106.6	89.8	16.8										
93.5	55.0	37.9	1,183.5	Bengal Central . . .	95.0	57.0	38.0	120.0	64.0	56.0	118.4	69.3	49.1										
79.3	51.0	28.3	939.9	Lucknow-Bareilly . . .	83.0	51.4	31.6	88.0	51.4	36.6	89.9	52.2	37.7										
48.7	27.8	20.9	590.3	Guntakal-Mysore . . .	45.0	26.0	19.0	62.5	37.0	25.5	63.7	37.2	26.5										
6.1	5.1	1.0	59.8	Frontier . . .	6.0	4.0	2.0	6.4	4.0	2.4	6.4	4.0	2.4										
158.4	91.6	66.8	1,484.1	Bezwada-Madras (Ennore Section) . . .	150.0	90.0	60.0	190.0	109.9	80.1	189.9	112.6	77.3										
266.0	203.2	62.8	5,833.5	Mysore . . .	260.0	195.0	65.0	310.0	210.0	100.0	306.2	211.4	94.8										
36.8	...	36.8	1,140.7	East Coast (c) . . .	35.0	...	35.0	27.0	...	27.0	28.1	...	28.1										
888.6	602.2	286.4	19,097.4	Dhond-Manmad* . . .	940.8	633.0	307.8	1,035.9	666.1	369.8	1,042.0	679.6	362.4										
16,417.3	8,018.9	8,398.4	187,251.1	TOTAL OTHER RAILWAYS, IMPERIAL	940.8	633.0	307.8	1,035.9	666.1	369.8	1,042.0	679.6	362.4										
TOTAL														17,966.1	8,611.0	9,355.1	18,941.2	8,777.0	10,164.2	18,986.2	8,668.7	10,317.5	
Surplus Profits and share of net earnings, etc.																							
...	160.3	160.3	—	East Indian . . .	...	157.0	157.0	...	273.0	273.0	...	273.0	273.0										
...	84.1	84.1	—	Rajputana-Malwa . . .	...	101.4	101.4	...	47.2	47.2	...	50.1	50.1										
...	13.7	13.7	—	Bengal Central . . .	...	9.5	9.5	...	14.0	14.0	...	12.0	12.0										
...	1.5	1.5	—	Lucknow-Bareilly . . .	...	1.6	1.6	...	1.6	1.6	...	1.3	1.3										
...	75.0	75.0	—	Southern Mahratta . . .	...	67.5	67.5	...	72.3	72.3	...	72.4	72.4										
...	17.6	17.6	—	Mysore . . .	...	15.0	15.0	...	20.1	20.1	...	20.7	20.7										
...	30.2	30.2	—	South Indian . . .	...	25.0	25.0	...	35.0	35.0	...	34.8	34.8										
...	...	...	—	Burma . . .	...	...	...	...	16.6	16.6	...	10.6	10.6										
...	383.0	383.0	—	TOTAL SURPLUS PROFITS, ETC.	...	377.0	377.0	...	479.8	479.8	...	487.8	487.8										
16,417.3	8,401.9	8,015.4	187,251.1	TOTAL IMPERIAL	17,966.1	8,988.0	8,978.1	18,941.2	9,256.8	9,684.4	18,986.2	9,156.5	9,829.7										
PROVINCIAL.																							
718.1	380.1	338.0	—	Burma . . .	...	...	...	...	...	...	...	...	...										
9.2	7.3	1.9	90.3	Jorhat . . .	10.0	7.1	2.9	10.0	8.0	2.0	10.7	8.2	2.5										
2.7	2.6	0.1	70.9	Cherra-Companygunj . . .	2.6	2.4	0.2	8	6.4	1.6	6	6.9	0.3										
448.2	...	448.2	—	Eastern Bengal . . .	...	...	...	...	...	...	...	...	...										
18.4	12.5	5.9	183.8	Hyderabad-Shadipalli . . .	18.0	12.8	5.2	18.0	12.9	5.1	21.2	14.6	6.6										
25.7	15.2	10.5	249.7	Mayavaram-Mutpet . . .	27.0	17.0	10.0	25.0	15.0	10.0	25.8	15.0	10.8										
1,222.3	417.7	804.6	600.7	TOTAL PROVINCIAL	57.6	39.3	18.3	53.8	42.3	11.5	58.3	44.7	13.6										
17,639.6	8,819.6	8,820.0	187,851.8	GRAND TOTAL	18,023.7	9,027.3	8,996.4	18,995.0	9,299.1	9,695.9	19,044.5	9,201.2	9,843.3										

\* Net receipts.

(a) Includes the Godhra-Rutlam-Nagda Railway.

(b) Outlay on Tirhoot Railway.

(c) Includes the Bezwada Extension Railway.

## Section H.—RAILWAYS—RECEIPTS—continued.

## STATE RAILWAYS—IMPERIAL.

## East Indian Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	EARNINGS—			
1,700.2	Coaching . . . . .	1,727.3	1,726.6	1,749.8
3,671.8	Goods . . . . .	3,479.8	4,075.6	4,065.7
78.9	Miscellaneous and Suspense . . . . .	93.2	98.1	69.0
5,450.9	TOTAL . . . . .	5,300.3	5,900.3	5,884.5

209. The receipts, compared with the actuals of the previous year, show an increase of 433.6. There was an increase under *Coaching* of 49.6, the reasons for which have already been given in para. 206. Under *Goods* there was an increase of 393.9, due largely to traffic in rice, wheat, cotton piece-goods, coal and railway materials carried for foreign railways. Compared with the Budget Estimate there was an increase of 584.2. The Budget Estimate was placed at a very low figure, owing to uncertainty as to the prospects of the year in consequence of the plague and the scarcity that prevailed at the time. The famine, however, instead of adversely affecting the traffic, contributed most favourably towards developing the *Goods* traffic of the line by the movement of imported food-grains to the famine-stricken districts. Although the famine and plague affected ordinary *Coaching* traffic to a certain extent, the loss was more than compensated for by the pilgrim and military traffic referred to already. The total receipts of the year would have been still greater had the outstandings on traffic account been realized to the extent anticipated.

## Eastern Bengal Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	EARNINGS—			
532.5	Coaching . . . . .	520.0	483.0	491.8
888.4	Goods . . . . .	920.0	939.2	949.5
89.7	Miscellaneous and Suspense . . . . .	80.0	97.8	88.9
1,500.6	TOTAL . . . . .	1,520.0	1,520.0	1,530.2

210. The receipts were better than those of the previous year by 29.6. There was a decrease of 30.7 under *Coaching* traffic, due, in a great measure, to the stoppage of traffic owing to damages caused by the earthquake of 12th June 1897, and to the famine of 1896-97, which materially affected the 3rd class passenger traffic, plague regulations also affected this traffic. The increase of 61.1 under *Goods* traffic occurred in the last quarter of the year, and was due partly to the splendid jute crop of the year 1897, and partly to the carriage of construction stores for the Hajipur extension of the Tirhoot State Railway, and for the branch lines in connection with the Eastern Bengal Railway. The same causes account for the variations as compared with the Budget and Revised Estimates. No share of net earnings was creditable to the Local Government under the Provincial Contract from 1st April 1897: the year 1896-97 was the last in which a moiety of net receipts was so credited.

## Rajputana-Malwa Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	EARNINGS—			
684.9	Coaching . . . . .	680.0	600.0	610.4
1,265.8	Goods . . . . .	1,540.0	1,317.5	1,326.1
60.3	Miscellaneous and Suspense . . . . .	30.0	42.5	38.0
2,011.0	TOTAL . . . . .	2,250.0	1,960.0	1,974.5

211. Contrasted with the actuals of the previous year the receipts showed a net decrease of 36.5. Under *Coaching* traffic there was a decrease of 74.5, due partly to the stringent measures adopted to restrict the movement of passengers from areas affected by the plague, and partly to the period, April to September 1897, having been considered unpropitious for marriages. There was an increase of 60.3 under *Goods*, due to an improvement in traffic in grain and pulse, salt and sugar, owing to the revival of trade after the famine of 1896. Compared with the Budget Estimate, there were decreases of 69.6 and 213.9 under *Coaching* and *Goods*, respectively, due to the expected improvement in traffic not having been realized.



Section H.—RAILWAYS—RECEIPTS—*continued.*

## North-Western Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	EARNINGS—			
1,065.5	Coaching . . . . .	1,080.0	1,284.0	1,291.7
1,720.5	Goods . . . . .	1,850.0	2,150.0	2,154.6
101.9	Miscellaneous and Suspense . . . . .	70.0	66.0	36.5
<u>2,887.9</u>	TOTAL . . . . .	<u>3,000.0</u>	<u>3,500.0</u>	<u>3,482.8</u>

212. The receipts, as compared with the actuals of the previous year, show an increase of 594.9, due mainly to the Frontier expedition and to the revival of the wheat trade after the famine. The increase would have been still larger, but for the heavy outstandings with the Commissariat Department in connection with the Frontier expedition. Compared with the Budget Estimate there was an increase of 482.8 due to the same causes.

## Oudh and Rohilkhand Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	EARNINGS—			
	Coaching . . . . .	360.0	380.0	375.2
425.3	Goods . . . . .	480.0	445.0	435.3
32.1	Miscellaneous and Suspense . . . . .	40.0	75.0	71.7
<u>818.6</u>	TOTAL . . . . .	<u>880.0</u>	<u>900.0</u>	<u>882.1</u>

213. Compared with the actuals of the previous year there was an increase of 63.5. The increases under *Coaching* and *Goods* are attributable to a return to ordinary traffic and to the military traffic in connection with the operations on the North-West Frontier. The increase under *Miscellaneous and Suspense* was due almost entirely to receipts for hire of stock lent to the East Indian and Eastern Bengal Railways, and to mileage and demurrage of stock on foreign lines. The actuals approximate closely to the Budget Estimate.

## Bengal-Nagpur Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	EARNINGS—			
154.6	Coaching . . . . .	155.0	132.2	132.7
409.9	Goods . . . . .	447.0	411.0	434.7
48.4	Miscellaneous and Suspense . . . . .	48.0	46.8	47.9
<u>612.9</u>	TOTAL . . . . .	<u>650.0</u>	<u>590.0</u>	<u>615.3</u>

214. Compared with the Budget Estimate there was a decrease of 34.7 due to short export of grain and to plague precautions. Compared with the Revised Estimate there was an increase of 25.3, of which 23.7 occurred under *Goods* traffic, due to the revival of traffic towards the close of the year.

Section H.—RAILWAYS—RECEIPTS—*continued.*

## Bengal and North-Western and Tirhoot Railways.

1896-97. Accounts.		Budget	1897-98. Revised.	Accounts.
	EARNINGS—			
217.9	Coaching . . . . .	240.0	240.0	240.5
271.9	Goods . . . . .	310.4	290.0	306.2
75.2	Miscellaneous and Suspense . . . . .	69.6	90.0	78.3
<u>565.0</u>	TOTAL . . . . .	<u>620.0</u>	<u>620.0</u>	<u>625.0</u>

215. Compared with the actuals of the previous year there was an increase of 60.0, due to the earnings of 1896-97 having been below the average owing to famine, and to the line having been extended. The variations from the Budget and Revised Estimates are small.

## Indian Midland Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	EARNINGS—			
219.0	Coaching . . . . .	218.7	220.0	221.4
318.5	Goods . . . . .	310.2	368.9	374.3
7	Miscellaneous and Suspense . . . . .	11.1	24.6	21.3
<u>538.2</u>	TOTAL . . . . .	<u>540.0</u>	<u>613.5</u>	<u>617.0</u>
52.5	Deduct—Bhopal Railway earnings . . . . .	55.0	48.5	48.4
<u>485.7</u>	Total Indian Midland Railway proper . . . . .	<u>485.0</u>	<u>565.0</u>	<u>568.6</u>

216. Compared with the actuals of the previous year there was an increase of 82.9, of which 55.8 occurred under *Goods* earnings, due to an improvement in traffic in wheat, oil-seeds, sugar and jagree, and salt and piece-goods. Under *Miscellaneous and Suspense* the increase was due chiefly to receipts on account of mileage and demurrage having increased, and to the adjustment of arrears of shunting at joint stations. Compared with the Budget Estimate, there was an increase of 83.6 due to the causes stated above.

## Southern Mahratta Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	EARNINGS—			
230.9	Coaching . . . . .	240.0	165.0	164.5
409.5	Goods . . . . .	400.0	440.0	443.5
18.4	Miscellaneous and Suspense . . . . .	10.0	10.0	9.5
<u>658.8</u>		<u>650.0</u>	<u>615.0</u>	<u>617.5</u>

217. The receipts, as compared with the actuals of the previous year, show a net decrease of 41.3. There was a decrease of 66.4 under *Coaching*, due to a fall in passenger traffic on account of the measures adopted by Government for the prevention of the spread of the plague. Under *Goods* there was an increase of 34.0, due to the larger movements of food grains, owing to the famine. Compared with the Budget Estimate, there was a net decrease of 32.5 due to the same cause which led to the variations as compared with the actuals of the previous year.

## South Indian Railway.

1897-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	EARNINGS—			
486.2	Coaching . . . . .	481.0	475.0	475.3
397.6	Goods . . . . .	415.0	389.0	390.0
15.5	Miscellaneous and Suspense . . . . .	14.0	26.0	29.1
<u>899.3</u>	TOTAL . . . . .	<u>910.0</u>	<u>890.0</u>	<u>894.4</u>

218. The variations are not important.



## Section H.—RAILWAYS—RECEIPTS—continued.

		Burma Railway.		
1896-97*.			1897-98.	
Accounts.		Budget.	Revised.	Accounts.
	EARNINGS—			
405,1	Coaching . . . . .	391,0	425,0	434,7
388,6	Goods . . . . .	355,0	400,0	421,1
10,6	Miscellaneous and Suspense . . . . .	14,0	20,0	13,5
804,3	TOTAL . . . . .	760,0	845,0	869,3

\* Includes Mu Valley and Provincial receipts.

219. Compared with the actuals of the previous year there was an increase of 65,0, of which 29,6 and 32,5 occurred under *Coaching* and *Goods*, respectively, due to the continued prosperity of Lower Burma, the result of the good crops, the high price of paddy and consequent good trade, and to the general development of the Railway. Compared with the Budget Estimate, the increase was 109,3. It was thought to be improbable that the earnings for the year would keep up to the standard of 1896-97

## Other State Railways—Imperial.

1896-97.			1897-98.	
Accounts.		Budget.	Revised.	Accounts.
888,6		940,8	1,035,9	1,042,0

220. Compared with the actuals of the previous year there was an increase of 153,4, the principal being those of 24,9 on the Bengal Central Railway, of 40,2 on the Assam Bengal Railway, of 10,6 on the Lucknow-Bareilly Railway, of 15,0 on the Guntakal-Mysore Frontier Railway, and of 31,5 on the Mysore State Railway, due to the development of passenger and goods traffic and of 40,2 on the East Coast Railway, due to development of traffic on the sections recently opened to traffic. There were other small increases and decreases, which are unimportant.

221. The actuals exceeded the Budget Estimate by 101,2. There were increases, aggregating 138,7, of which the principal were 23,4 on the Bengal Central Railway, 18,7 on the Guntakal-Mysore Frontier Railway, 39,9 on the Mysore State Railway, and 46,2 on the East Coast Railway, due to general development of passenger and goods traffic; whilst the decreases amounted to 37,5, of which 23,4 was on the Assam-Bengal Railway, due to the great loss in the earnings caused by the earthquake of June 1897 and the severe cyclone which visited the Chittagong end of the line in October of the same year.

## STATE RAILWAYS—PROVINCIAL.

1896-97.*			1897-98	
Accounts.		Budget.	Revised.	Accounts.
56,0		57,6	53,8	58,3

\* Omitting Eastern Bengal and Burma Railways.

222. The variations are small.

Section H.—RAILWAYS—RECEIPTS—*continued.*

## XXVII.—Guaranteed Companies—Net Traffic Receipts.

ACCOUNTS, 1896-97.			GUARANTEED RAILWAY COMPANIES.	BUDGET, 1897-98.			REVISED, 1897-98.			ACCOUNTS, 1897-98.			Guaranteed interest, 1897-98.	Percentage of charges on receipts.
Gross Receipts.	Working Expenses.	Net.		Gross Receipts.	Working Expenses.	Net.	Gross Receipts.	Working Expenses.	Net.	Gross Receipts.	Working Expenses.	Net.		
1,521,6	716,3	805,3	Bombay, Baroda and Central India	1,600,0	800,0	800,0	1,390,0	770,0	620,0	1,401,8	788,9	612,9	681,6	56.27
3,063,8	1,784,0	1,279,8	Great Indian Peninsula	3,050,0	1,750,0	1,300,0	2,830,0	1,860,0	970,0	2,873,1	1,873,7	999,4	1,862,3	65.22
1,099,8	550,7	549,1	Madras	1,090,0	560,0	530,0	1,140,0	570,0	570,0	1,139,7	550,6	589,1	833,2	48.31
5,685,2	3,051,0	2,634,2	TOTAL	5,740,0	3,110,0	2,630,0	5,360,0	3,200,0	2,160,0	5,414,6	3,213,2	2,201,4	3,377,1	59.34

*Gross Receipts.*

223. The actual receipts during the year under review fell short of those of the previous year by 270,6. The decrease occurred on the Bombay, Baroda and Central India and Great Indian Peninsula Railways due to famine and plague, while on the Madras Railway there was an increase, owing to the improvement in traffic in grain and pulse.

The total gross receipts have fallen short of the Budget Estimate by 325,4 as under :—

Bombay, Baroda and Central India Railway . . . . .	—198,2
Great Indian Peninsula Railway . . . . .	—176,9
Madras Railway . . . . .	+49,7

224. The decrease on the Bombay, Baroda and Central India Railway occurred both under *Coaching* and *Goods*, but principally in *Coaching*, due to the movements of the population being restricted by the plague regulations. On the Great Indian Peninsula Railway famine, combined with plague, was the cause of the decrease. The increase on the Madras Railway is attributed chiefly to large movements of grain owing to the famine.

*Working Expenses.*

225. The total working expenses were more than those of the previous year by 162,2. The increase on the Bombay, Baroda and Central India Railway is accounted for chiefly by the heavy expenditure in connection with the renewal of carriage and wagon stock, and that on the Great Indian Peninsula Railway is attributed to heavier replacements of axles, and to repairs and renewals of a larger number of vehicles.

The actual expenses exceeded the provision made in the Budget Estimate by 103,2, as follows :—

Bombay, Baroda and Central India Railway . . . . .	—11,1
Great Indian Peninsula Railway . . . . .	+123,7
Madras Railway . . . . .	—9,4

226. The increase on the Great Indian Peninsula Railway is accounted for by the abnormal expenditure on the replacement of axles and by increased traffic in the last three months of the year.



Section H.—RAILWAYS—RECEIPTS—*concluded.*

## XXVIII.—Subsidised Companies (Repayment of Advances of interest).

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	INDIA—			
24,0	Mysore Railway . . . . .	28,7	10,3	13,0
	ENGLAND—			
...	Rohilkund-Kumaon Railway . . . . .	...	1,3	1,3
...	Exchange . . . . .	...	7	7
24,0	TOTAL . . . . .	28,7	12,3	15,0

227. The credit under India represents the amount recoverable from the Mysore Durbar in settlement of the net charge for interest paid to the Southern Mahratta Railway Company in connection with the Mysore Railway. The details of the amounts recoverable are given below:—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	INDIA—			
	MYSORE RAILWAY—			
79,7	Interest on Capital . . . . .	79,7	74,9	75,0
6,5	Less—Charge for interest borne by Government for the unexpended balance of the Capital retained in its hands . . . . .	6,0	4,6	5,4
73,2		73,7	70,3	69,6
49,2	Net receipts . . . . .	45,0	60,0	56,6
24,0	Net charge for interest recoverable from the Mysore Durbar . . . . .	28,7	10,3	13,0

228. The credit under England represents the Government share of surplus profits of the Rohilkund-Kumaon Railway paid to the Secretary of State in England.

## Section H.—RAILWAYS—EXPENSES.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
22,957,8	EXPENDITURE . . .	23,499,2	22,801,3	22,693,5

229. The actuals were less than those of the previous year by 264,3, and than the Budget Estimate by 805,7. The charges on account of exchange were, however, lower than the actuals of the previous year by 536,8 and than the Budget Estimate by 585,7. The following figures detail the expenditure under the several heads, exchange being shown separately so as to bring out the variations apart from that item :—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
STATE RAILWAYS—				
8,819,6	Working Expenses . . .	9,027,3	9,299,1	9,201,2
4,807,8	Interest on Debt . . .	4,988,2	4,968,1	4,962,3
1,712,6	Annuities . . . . .	1,712,5	1,712,5	1,712,4
260,1	Interest on Advances . . .	300,5	305,1	306,6
737,7	Interest on Capital Deposits	819,5	801,1	801,4
<u>16,337,8</u>	TOTAL . . . . .	<u>16,848,0</u>	<u>17,085,9</u>	<u>16,983,9</u>
Exchange—				
644,7	Interest on Debt . . . . .	640,9	543,8	546,8
1,131,7	Annuities . . . . .	1,130,2	959,0	964,3
144,6	Interest on Advances . . .	144,5	122,6	123,3
477,5	Interest on Capital Deposits	528,0	439,5	441,9
<u>2,398,5</u>	TOTAL . . . . .	<u>2,443,6</u>	<u>2,064,9</u>	<u>2,076,3</u>
<u>18,736,3</u>	TOTAL . . . . .	<u>19,291,6</u>	<u>19,150,8</u>	<u>19,060,2</u>
GUARANTEED RAILWAYS—				
475,4	Surplus Profits, etc. . . .	303,0	145,8	126,2
2,169,2	Interest . . . . .	2,176,6	2,163,6	2,163,7
<u>2,644,6</u>	TOTAL . . . . .	<u>2,479,6</u>	<u>2,309,4</u>	<u>2,289,9</u>
Exchange—				
1,428,0	Interest . . . . .	1,431,8	1,206,7	1,213,4
<u>4,072,6</u>	TOTAL . . . . .	<u>3,911,4</u>	<u>3,516,1</u>	<u>3,503,3</u>
SUBSIDISED COMPANIES—				
85,0	Land . . . . .	236,2	110,8	113,8
63,9	MISCELLANEOUS RAILWAY			
	EXPENDITURE . . . . .	60,0	23,6	16,2
<u>22,957,8</u>		<u>23,499,2</u>	<u>22,801,3</u>	<u>22,693,5</u>

230. Under *State Railways*, compared with the actuals of the previous year, there was an increase of 381,6 in Working Expenses due to the heavier traffic worked; and of 154,5 in Interest on Debt resulting from the progress of State Railway construction; while under *Guaranteed Companies* there was a decrease of 349,2 in Surplus Profits, etc., due chiefly to the Great Indian Peninsula Railway not having earned any surplus in the first half of 1897, and to the share paid to the Bombay, Baroda and Central India Railway Company being less than in the previous year by 120,2.

231. The increase compared with the Budget Estimate under Working Expenses of State Railways 173,9 was due to improvement in traffic. Under Guaranteed Railways the decrease was chiefly due to the Bombay, Baroda, and Central India Railway having earned no



## Section H.—RAILWAYS—EXPENSES—continued.

surplus during the second-half of 1897, and to the provision for land to be acquired for the Calicut-Cannanore Branch of the Madras Railway having been only partially utilized owing to delay in commencement of construction operations.

## 38.—State Railways—Working Expenses.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
8,819,6	EXPENDITURE . . . . .	9,027,3	9,299,1	9,201,2

232. The details of these amounts by individual railways are given on page 87. An explanation of the increases over the actuals of the previous year, and over the figures of the Budget Estimate is given below. There was an excess of 168,5 under Imperial, which was covered by an additional grant sanctioned in Finance and Commerce Department No. 5430-A., dated 16th December 1897. Under Provincial there was an excess in Assam of 5,5, of which 5,3 was sanctioned by the Local Government, and 2 still require to be sanctioned; in Bombay there was an excess of 1,8, which still awaits sanction.

## STATE RAILWAYS—IMPERIAL.

## East Indian Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	WORKING EXPENSES—			
457,7	Maintenance . . . . .	462,6	450,0	403,0
454,8	Locomotive . . . . .	448,9	461,0	472,4
165,8	Carriage and Wagon . . . . .	160,7	170,0	146,7
332,7	Traffic . . . . .	320,0	350,0	352,3
277,7	General, Miscellaneous and Suspense . . . . .	250,8	276,0	304,9
1,688,7	TOTAL WORKING EXPENSES . . . . .	1,643,0	1,707,0	1,679,3
160,3	Share of surplus profits paid to the Company, and contribution to Provident Fund . . . . .	157,0	273,0	273,9
1,849,0	TOTAL . . . . .	1,800,0	1,980,0	1,953,2

233. The chief variations were increases in *Locomotive and Traffic* expenses, owing to increased traffic and improved lighting of vehicles, and decreases in *Maintenance and Carriage and Wagon*, due to various petty causes. Under *Company's Share of Surplus Profits, etc.*, the increase was due to increased earnings.

## Eastern Bengal Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	WORKING EXPENSES—			
126,0	Maintenance . . . . .	123,8	137,7	135,0
147,0	Locomotive . . . . .	165,4	171,0	166,1
41,2	Carriage and Wagon . . . . .	58,0	43,0	48,2
139,9	Traffic . . . . .	136,7	145,0	147,2
150,0	General, Miscellaneous and Suspense . . . . .	124,1	173,3	169,9
604,1	TOTAL . . . . .	608,0	670,0	666,4

234. The main variations were the increases under *Maintenance* due to repairs of damages caused by the earthquake of 12th June 1897, under *Locomotive* expenses due to the replacement of 6 broad-gauge locomotive engines, and increase under *General, Miscellaneous and Suspense* due to increases under Secretary of State's charges, salaries of management and accounts establishment; to hire of locomotives from the Oudh and Rohilkhand Railway, and to mileage and demurrage of foreign vehicles owing to the increased traffic.

Section H.—RAILWAYS—EXPENSES—*continued.*

## Rajputana-Malwa Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
WORKING EXPENSES—				
191,2	Maintenance . . . . .	187,2	217,3	202,2
354,2	Locomotive . . . . .	412,3	354,1	341,2
88,8	Carriage and Wagon . . . . .	98,6	93,4	92,4
156,6	Traffic . . . . .	162,3	159,0	161,9
152,0	General, Miscellaneous and Suspense . . . . .	148,2	144,0	139,2
942,8	TOTAL WORKING EXPENSES . . . . .	1,008,6	967,8	936,9
Share of surplus profits paid to the Bombay, Baroda and Central India Railway Company, and contribution to Provident Fund . . . . .				
84,1		101,4	47,2	56,1
1,026,9	TOTAL . . . . .	1,110,0	1,015,0	993,0

235. Compared with the actuals of the previous year there was a decrease under *Locomotive* expenses 13,0, due to reduced consumption of coal and to the carriage of less coal, and under *General, Miscellaneous and Suspense* 12,8, due chiefly to fluctuations in suspense accounts. The decrease of 28,0 in *Surplus Profits, etc.*, was due to the result of the year's working having proved less favourable than that of 1896-97. Compared with the Budget Estimate the principal variation was under *Locomotive* expenses, where there was a saving of 71,1, due mainly to excess provision having been made under running expenses, fuel, and unclassified expenditure. The decrease of 45,3 under *Surplus Profits, etc.*, was due to the net result of the year's working having proved much less satisfactory than anticipated.

## North-Western Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
WORKING EXPENSES—				
589,2	Maintenance . . . . .	622,0	610,1	558,7
590,5	Locomotive . . . . .	572,6	663,0	691,7
123,3	Carriage and Wagon . . . . .	157,4	126,2	121,4
260,2	Traffic . . . . .	275,0	279,4	277,6
147,4	General, Miscellaneous and Suspense . . . . .	173,0	191,3	180,8
1,710,6	TOTAL . . . . .	1,800,0	1,870,0	1,830,2

236. There was a decrease under *Maintenance*, due to the rush of traffic in connection with the Frontier expedition, and the general restriction of expenditure ordered by the Government of India having interfered with work. The increases under other heads were due to increased traffic.

## Oudh and Rohilkhand Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
WORKING EXPENSES—				
132,2	Maintenance . . . . .	124,0	121,5	115,7
108,9	Locomotive . . . . .	166,5	160,0	154,7
82,6	Carriage and Wagon . . . . .	38,0	46,0	43,7
77,4	Traffic . . . . .	78,5	78,5	77,4
49,0	General, Miscellaneous and Suspense . . . . .	63,0	69,0	70,0
450,1	TOTAL . . . . .	470,0	475,0	461,5

237. Contrasted with the actuals of the previous year the decrease under *Maintenance* was due to less extensive renewals of permanent-way and girders, while under *Locomotive* the increase was due entirely to special renewals of locomotives. Under *Carriage and Wagon* the decrease was due to reduced outlay on renewals of coaching and goods stock.

## Bengal-Nagpur Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
WORKING EXPENSES—				
104,0	Maintenance . . . . .	97,0	70,3	70,2
98,4	Locomotive . . . . .	93,5	93,7	92,8
26,8	Carriage and Wagon . . . . .	26,2	25,0	25,0
53,4	Traffic . . . . .	55,2	57,0	56,8
69,9	General, Miscellaneous and Suspense . . . . .	68,1	64,0	72,3
352,5	TOTAL . . . . .	340,0	310,0	317,1

238. Reduced expenditure on relaying the Katni-Umaria Section accounts for the decrease under *Maintenance*.



Section H.—RAILWAYS—EXPENSES—*continued.*

## Bengal and North-Western and Tirhoot Railways.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	WORKING EXPENSES—			
71,0	Maintenance . . . . .	71,0	71,3	71,6
51,2	Locomotive . . . . .	56,0	53,0	54,5
18,3	Carriage and Wagon . . . . .	17,0	15,2	15,5
44,8	Traffic . . . . .	45,6	47,2	48,1
76,0	General, Miscellaneous and Suspense . . . . .	71,4	74,1	69,3
176,0	Share of net earnings paid to the Company, and contribution to Provident Fund . . . . .	197,4	199,2	184,3
437,3	TOTAL . . . . .	458,4	460,0	443,3

239. Compared with the actuals of the previous year and the Budget Estimate the variations under the several heads of expenditure are small.

## Indian Midland Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	WORKING EXPENSES—			
60,1	Maintenance . . . . .	63,0	68,5	66,4
112,8	Locomotive . . . . .	110,0	120,0	119,4
26,0	Carriage and Wagon . . . . .	25,0	26,0	28,7
46,2	Traffic . . . . .	45,0	48,3	49,7
77,2	General, Miscellaneous and Suspense . . . . .	77,0	75,5	77,3
322,3		320,0	338,8	341,5
32,4	Deduct—Working expenses of Bhopal State Railway . . . . .	30,0	28,8	28,9
289,9	Total Indian Midland Railway . . . . .	290,0	310,0	312,6

240. The increase as compared with the actuals of the previous year was due to renewals of rails on the Scindia Section, to payment of grain compensation to gangmen, to heavier train mileage and to larger expenditure on repairs.

## Southern Mahratta Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	WORKING EXPENSES—			
84,9	Maintenance . . . . .	84,5	84,5	83,7
132,6	Locomotive . . . . .	132,0	129,7	125,2
28,2	Carriage and Wagon . . . . .	34,5	26,6	26,7
65,2	Traffic . . . . .	67,0	63,0	61,8
61,3	General, Miscellaneous and Suspense . . . . .	64,5	63,9	68,1
372,2	TOTAL WORKING EXPENSES . . . . .	382,5	367,7	365,5
75,6	Share of net earnings paid to the Company, and contribution to Provident Fund . . . . .	67,5	72,3	72,4
447,8	TOTAL . . . . .	450,0	440,0	437,9

241. The variations are unimportant and are due to falling off in traffic.

## South Indian Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	WORKING EXPENSES—			
109,4	Maintenance . . . . .	116,5	100,4	103,0
173,9	Locomotive . . . . .	194,0	169,4	168,3
48,1	Carriage and Wagon . . . . .	63,5	52,9	51,3
80,6	Traffic . . . . .	84,5	82,0	81,5
74,7	General, Miscellaneous and Suspense . . . . .	71,5	70,3	69,0
486,7	TOTAL WORKING EXPENSES . . . . .	530,0	475,0	473,1
30,2	Share of net receipts paid to the Company, and contribution to Provident Fund . . . . .	25,0	35,0	34,8
516,9	TOTAL . . . . .	555,0	510,0	507,9

## Section H.—RAILWAYS—EXPENSES—continued.

## South Indian Railway—continued.

242. The *Working Expenses* show a decrease under *Maintenance* due to smaller renewals with 50 lbs. rails, and under *Locomotive* to the cheaper rate at which coal was obtained, and to five engines ordered from England to replace condemned ones not having arrived owing to the engineers' strike. The increase in the Company's share of net receipts and contribution to Provident Fund was due to the increased net earnings of the year.

## Burma Railway.

1896-97.* Accounts.			Budget.	1897-98. Revised.	Accounts.
	WORKING EXPENSES—				
123,6	Maintenance	.	110,0	128,8	131,7
147,9	Locomotive	.	140,0	153,0	155,3
37,6	Carriage and Wagon	.	40,0	42,2	40,8
85,0	Traffic	.	82,0	90,0	90,4
67,8	General, Miscellaneous and Suspense	.	75,5	84,4	85,0
461,9	TOTAL WORKING EXPENSES		447,5	498,4	503,2
...	Share of surplus profits, etc.	.	...	16,6	16,6
461,9	TOTAL		447,5	515,0	519,8

\* Includes Mu Valley and Provincial share.

243. Compared with the actuals of the previous year there was an increase in the working expenses of 41,3. The increase under *Maintenance* 8,1 was due to very heavy repairs to bridges and lines which were damaged by floods; to the reconstruction of station buildings at Katha which were burned down, and to the payment throughout the year of contribution for leave and pension against payment for only a portion of the previous year; the increases under the other heads were due to opening of new stations and increased traffic, and to increased running expenses consequent on increased train mileage; to charges for police pertaining to the entire period from the transfer of the Railway to a company up to 31st March 1898 having been adjusted in the accounts for 1897-98, and to a large increase under Home Board and Government supervision.

## Other State Railways—Imperial.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
602,2		633,0	666,1	679,6

244. The actuals exceeded those of the previous year by 77,4. The heavier traffic mileage on the Assam-Bengal, Bengal Central, Lucknow-Bareilly, Guntakal-Mysore Frontier, Mysore State, and East Coast Railways accounted for the greater part of the increases. As compared with the Budget Estimate there was a falling off on the Assam-Bengal Railway, 14,2, due to portions of the line being closed to traffic owing to damage done by the earthquake of June 1897 and the cyclone of October of the same year.

## State Railways—Provincial.

1896-97.* Accounts.		Budget.	1897-98. Revised.	Accounts.
37,6		39,3	42,3	44,7

\* Excludes Burma Railway.

245. The variations are unimportant. The excess has been partly covered by additional grants, *vide* para. 232.



## Section H.—RAILWAY EXPENSES—continued.

## 38.—State Railways.

## Interest on Debt.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
3,832.2	INTEREST ON CAPITAL FOUND BY GOVERNMENT . . . . .	4,017.0	3,996.9	3,991.3
	INTEREST ON OTHER CAPITAL—			
	East Indian Railway—			
64.6	Debenture Stock . . . . .	64.6	64.6	64.6
	Stock issued in Redemption of Annuity and Debenture Stock—			
...	Rupee debt—4 per cent. . . . .	2	2	...
233.8	Sterling Stock—3½ per cent. . . . .	231.8	231.8	231.9
7.5	Do. 3 per cent. . . . .	7.5	7.5	7.4
	Eastern Bengal Railway—			
13.9	Debenture Stock . . . . .	14.0	14.0	14.0
19.9	Stock issued in Redemption of Annuity and Debenture Stock—3½ per cent. . . . .	19.7	19.7	19.7
	Sind, Punjab and Delhi Railway—			
160.9	Stock issued in Redemption of Annuity—3½ per cent. . . . .	159.7	159.7	159.7
	Oudh and Rohilkhand Railway—			
15.4	Debenture Stock . . . . .	14.8	14.8	15.4
	Stock issued for purchase of Railway and in Redemption of Debentures and Debenture Stock—			
—5	3½ per cent. . . . .	312.3	312.3	—6
310.0	3 " . . . . .			310.0
2.2	Sinking Fund . . . . .			2.3
	South Indian Railway—			
24.2	Debenture Stock . . . . .	26.7	26.7	19.1
3.8	Stock issued in Redemption of Debentures . . . . .			7.6
119.9	Stock issued for purchase of Railway and in Redemption of Debentures . . . . .			119.9
4,807.8	TOTAL INTEREST ON CAPITAL . . . . .	4,988.2	4,968.1	4,962.3
644.7	EXCHANGE . . . . .	640.9	543.8	546.8
5,452.5	TOTAL INTEREST ON DEBT . . . . .	5,629.1	5,511.9	5,509.1

246. There was a decrease in the actuals as compared with those of the previous year and with the Budget Estimate in charges for exchange owing to the rise in the rate of exchange. Omitting exchange, the charges approximate closely to the Budget but exceed those of the previous year as the Capital found by Government is increasing year by year with the progress of construction.

## Interest on Capital found by Government.

247. The following statement shows how the interest charged in the accounts of 1897-98 has been calculated :—

## CAPITAL EXPENDITURE ON WHICH INTEREST IS CHARGEABLE.

	E. I. Ry. 3½ per cent.	E. B. Ry.	Other State Railways.	TOTAL.
Capital Expenditure at end of 1896-97 . . . . .	563.2	3,994.3	7,695.3	82,293.9
Capital Expenditure during 1897-98 . . . . .	308.7	...	399.4	2,927.7
Capital Expenditure at end of 1897-98 . . . . .	254.5	3,994.3	8,094.7	85,221.6
Debentures discharged . . . . .	...	3,546.7	815.6	...
INTEREST.				
Interest on Capital Account at beginning of the year . . . . .	19.7	159.8	307.8	3,291.8
Interest on Debentures, etc., discharged . . . . .	...	141.9	32.6	...
Half a year's interest on Capital spent during the year . . . . .	5.4	...	8.1	58.6
TOTAL . . . . .	14.3	301.7	348.5	3,350.4
4½—½ per cent. on the Holkar Loan of a crore, which bears 4½ per cent. interest . . . . .	...	...	...	5.0
TOTAL INTEREST CHARGED, 1897-98 . . . . .	14.3	301.7	348.5	3,355.4
" " " 1896-97 . . . . .	5.9	301.7	331.9	3,204.5

## Section H.—RAILWAYS—EXPENSES—continued.

## Annuities in Purchase of Railways (including Sinking Funds).

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
ENGLAND—				
1,181,3	East Indian Railway . . . . .	1,178,6	1,178,6	1,178,6
121,7	Eastern Bengal Railway . . . . .	121,9	121,9	121,9
409,6	Sind, Punjab and Delhi Railway . . . . .	412,0	412,0	411,9
1,712,6	TOTAL ENGLAND . . . . .	1,712,5	1,712,5	1,712,4
1,131,7	EXCHANGE . . . . .	1,130,2	959,0	964,3
2,844,3	GRAND TOTAL . . . . .	2,842,7	2,671,5	2,676,7

248. The sterling payments agree closely with the actuals of the previous year and the Budget Estimate, but the charge for exchange was lower than the actuals of the previous year and the Budget Estimate, owing to the rise in the rate of exchange.

## Interest chargeable against Companies on advances.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
INDIA—				
36,9	Bengal-Nagpur Railway . . . . .	68,2	72,7	73,7
4,3	Indian Midland Railway . . . . .	13,4	13,5	14,0
41,2		81,6	86,2	87,7
ENGLAND—				
16,3	Bengal Central Railway . . . . .	16,3	16,3	16,3
89,7	Bengal-Nagpur Railway . . . . .	89,7	89,7	89,7
43,7	Indian Midland Railway . . . . .	43,7	43,7	43,7
69,2	Southern Mahratta Railway . . . . .	69,2	69,2	69,2
218,9		218,9	218,9	218,9
144,6	EXCHANGE . . . . .	144,5	122,6	123,3
363,5		363,4	341,5	342,2
404,7	TOTAL . . . . .	445,0	427,7	429,9

## Interest.

249. The interest chargeable against the Companies on the advances made by the Secretary of State from funds raised under the provisions of the Oudh and Rohilkhand Railway Purchase Act is shown under this head in England. There is no variation in the sterling amounts. The figures under "India" represent interest on the expenditure incurred in India on the extensions of the Bengal-Nagpur and Indian Midland Railways, which is met from rupee advances.



## Section H.—RAILWAYS—EXPENSES—continued.

## Interest on Capital Deposited by Companies.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
INTEREST ON OVERDRAWN CAPITAL—				
INDIA—				
...	Assam-Bengal Railway . . . . .	3.5	...	...
7.2	Lucknow-Bareilly Railway . . . . .	8.1	8.4	7.9
...	Indian Midland Railway . . . . .	...	...	9
INTEREST ON SUBSCRIBED CAPITAL—				
INDIA—				
7.9	Lucknow-Bareilly Railway . . . . .	7.9	7.8	7.8
ENGLAND—				
67.2	Assam-Bengal Railway . . . . .	75.0	71.3	71.2
17.5	Bengal Central Railway . . . . .	17.5	17.5	17.5
171.3	Bengal-Nagpur Railway . . . . .	186.9	182.3	182.3
19.1	Burma Railways . . . . .	50.3	50.3	50.3
209.5	Indian Midland Railway . . . . .	209.8	208.0	208.0
200.5	Southern Mahratta Railway . . . . .	201.8	201.7	201.7
30.0	South Indian Railway . . . . .	30.0	30.0	30.0
7.5	East Indian Railway . . . . .	28.7	23.8	23.8
737.7		819.5	801.1	801.4
477.5	EXCHANGE . . . . .	528.0	439.5	441.9
1,215.2	TOTAL . . . . .	1,347.5	1,240.6	1,243.3

## Interest.

250. The increase in the sterling payments over the actuals of the previous year occurred on the Assam-Bengal, Southern Mahratta, Burma and Bengal-Nagpur Railways, consequent on the additional capital paid up by the Companies; and under the East Indian Railway on account of capital raised by the issue of debentures.

## 39.—Guaranteed Companies—Surplus Profits, Land and Supervision.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
MOIETY OF SURPLUS PROFITS—				
220.9	Bombay, Baroda and Central India Railway . . . . .	157.6	107.2	100.7
226.2	Great Indian Peninsula Railway . . . . .	...	...	...
2	Madras Railway . . . . .	...	10.0	9.6
447.3	TOTAL SURPLUS PROFITS . . . . .	157.6	117.2	110.3
LAND AND SUPERVISION—				
16.2	India—Share of Office of Director of Railway Construction . . . . .	16.6	16.3	15.3
...	Central Provinces . . . . .	1	1	...
...	Burma . . . . .	7.0	6.0	5.8
7.6	Assam . . . . .	7.5	6.5	6.2
17.4	Bengal . . . . .	16.0	15.5	15.2
18.3	North-Western Provinces and Oudh . . . . .	18.1	16.0	16.0
14.6	Madras . . . . .	111.1	22.3	12.3
26.4	Bombay . . . . .	50.0	26.3	25.4
100.5		226.4	109.0	96.2
72.4	Deduct—Amount recoverable from Companies on account of Government supervision . . . . .	81.0	80.4	80.3
28.1	TOTAL LAND AND SUPERVISION . . . . .	145.4	28.6	15.9
475.4	GRAND TOTAL . . . . .	303.0	145.8	126.2

Section H.—RAILWAYS—EXPENSES—*continued.*39.—Guaranteed Companies—Surplus Profits, Land and Supervision—*continued.*

## Surplus Profits.

251. The decrease, as compared with the actuals of the previous year, was due to no surplus having been earned by the Great Indian Peninsula Railway during the half-year ended 30th June 1897 and to the share of profits paid to the Bombay, Baroda and Central India Railway being less owing to a fall in traffic; there was, however, an increase in the share of profits paid to the Madras Railway Company. Contrasted with the Budget Estimate the decrease was due to the Bombay, Baroda and Central India Railway Company having earned no surplus in the second-half of 1897.

## Land and Supervision.

252. The decrease, as compared with the actuals of the previous year, was due to the formation of a separate Consulting Engineer's Office in Rangoon; and to payments for land required for the "Salah Cottaur junction arrangements" in Madras having been for the most part liquidated in 1896-97. The lapse on the Budget Estimate was due principally to the provision made for the cost of land to be acquired for the Calicut-Cannanore Branch of the Madras Railway, not having been utilized in full owing to delay in the commencement of construction operations.

## 39.—Guaranteed Companies—Interest.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
INTEREST—				
8,2	India	7,2	8,8	8,9
2,161,0	England	2,169,4	2,154,8	2,154,8
2,169,2		2,176,6	2,163,6	2,163,7
1,428,0	EXCHANGE	1,431,8	1,206,7	1,213,4
3,597,2	TOTAL	3,608,4	3,370,3	3,377,1

253 The increase in the charges in India, compared with those of the previous year, was due to the Railway Companies having overdrawn their capital to a greater extent than in 1896-97.

## 40.—Subsidised Companies—Land, Subsidy and Interest.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
IMPERIAL—				
...	Bhagulpur-Bansi-Baidyanath Railway—(Land)	52,5	...	...
...	Brahmaputra-Sultanpur Railway—(Land)	30,0	5,0	2,5
4	Mymensingh-Jamalpur Railway—(Land)	11,5	7,0	5,8
39,9	Bengal and North-Western Railway— (Land)	70,0	43,5	58,7
3	Delhi-Umballa-Kalka Railway—(Land)	7	1	...
1,3	Nilgiri Railway—(Land)	2,0	2,0	1,0
2,0	South Behar Railway—(Land)	20,0	28,0	27,4
6,8	Ahmedabad-Parantij Railway—(Land)	2	2	...
23,1	Southern Punjab Railway—(Land)	2,0	2,0	2,0
7	Segowlie-Ruksaul Railway—(Land)	2,0	6,8	4,2
4	Tapti Valley Railway—(Land)	17,2	3,0	1,3
...	Hardwar-Dehra Railway—(Land)	3,0	2,0	...
...	Tinnevely-Quilon Railway—(Land)	15,0	...	...
...	Bursi-Pandharpur-Sangola Railway (Land)	...	1,0	7
74,9	TOTAL IMPERIAL	226,1	100,6	103,6
PROVINCIAL—				
10,1	Dibru-Sadiya Railway—(Subsidy and Audit)	10,1	10,2	10,2
10,1	TOTAL PROVINCIAL	10,1	10,2	10,2
85,0	GRAND TOTAL	236,2	110,8	113,8



Section H.—RAILWAYS—EXPENSES—*continued.*40.—Subsidised Companies—Land, Subsidy and Interest—*continued.*

254. Compared with the actuals of the previous year there was a net increase of 28,8. Of this increase is due to the acquisition of land for new railway lines, and the balance for old lines, chiefly the Bengal and North-Western and South Behar Railways. Compared with the Budget Estimate the small outlay was due chiefly to amounts set aside for the Bhagulpur-Baidyanath, Hardwar-Dehra and Dinnevelly-Quilon Railways not having been utilized, and to the provision for the Brahmaputra-Sultanpur, Almensingh-Jamalpur, Bengal and North-Western, and the Tapti Valley Railways having been only partly utilized. The small excess of 1 under Provincial requires to be sanctioned.

## 41.—Miscellaneous Railway Expenditure.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
IMPERIAL.				
INDIA (GENERAL AND POLITICAL)—				
18,1	Surplus Establishment and Miscellaneous Charges . . . . .	3,0	7,5	8,8
16,2	Director of Railway Construction Establishment, share of—	16,6	16,3	15,3
2,4	Port Store-keeper's Establishment . . . . .	2,3	2,3	2,1
...	Rutlam-Mutra Survey . . . . .	2,0	...	...
8	Godhra-Baroda Survey . . . . .	...	...	...
...	Reserve . . . . .	19,4	...	...
37,5	TOTAL . . . . .	43,3	26,1	26,2
CENTRAL PROVINCES—				
...	Satpura Railway Survey . . . . .	...	3,0	2,3
BURMA—				
2,4	Meiktila-Myingyan Railway—(Land) . . . . .	...	5,1	4,9
—2	Chittagong-Akyab-Minhla Survey . . . . .	...	...	...
2,0	Assam-Burma Connection Survey . . . . .	...	...	...
...	Myinmu-Monywa Survey . . . . .	...	2	1
4,2	TOTAL . . . . .	...	5,3	5,0
ASSAM—				
1	Assam-Bengal-Lakhimpur Survey . . . . .	...	...	...
BENGAL—				
...	Benares-Puri Survey . . . . .	...	—3,3	—3,3
4	Kaunia-Dhubri-Gauhati Survey . . . . .	...	3,0	2,8
...	Barun-Daltonganj Survey . . . . .	...	4,0	3,9
1,4	Sakri-Jainagar and Bairagnia-Bagaha Survey . . . . .	1,5	3,0	2,8
6	Eastern Bengal Railway Extensions and Branches . . . . .	...	...	...
2,5	Ranaghat-Bhagwangola-Raiganj Survey . . . . .	4,3	3,8	4,3
...	Mahanadi Bridge Survey . . . . .	...	—2,9	—2,9
3,6	Singhia-Madaripore-Chandpore Survey . . . . .	8	1,0	9
...	Moghul Serai-Howrah Survey . . . . .	...	—7,3	—7,3
—1	Northern Bengal-Assam Connection Survey . . . . .	...	...	...
...	Bogra-Kaliganj Survey . . . . .	...	—8	—8
4	Cooch Behar-Santrabari Survey . . . . .	...	—2	—2
3	Faridpur-Samjhia-Rampur Bauleah Surveys . . . . .	...	...	...
...	Cuttack-Midnapur-Calcutta Survey . . . . .	...	—19,2	—19,2
...	Midnapur-Jheriah and Ranchi Plateau Survey . . . . .	...	6,0	5,3
...	Sakri-Jainagar Branch (Land) . . . . .	...	4,0	2,0
...	Bettia-Bagaha Extension (Land) . . . . .	...	1,5	6
...	Kissenganj-Kotchandpur-Magura Survey . . . . .	...	7	6
9,1	TOTAL . . . . .	6,6	—6,7	—10,5

## Section H—RAILWAYS—EXPENSES—concluded.

## 41.—Miscellaneous Railway Expenditure—continued.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
NORTH-WESTERN PROVINCES AND OUDH—				
8	Hardwar-Dehra Survey . . . . .	8	—8	—8
1,8	Ghaziabad-Moradabad Survey . . . . .	6	...	...
1	Harpalpur-Rath-Nowgong Survey . . . . .	...	...	...
1,0	Dehra Dun Survey . . . . .	...	...	...
3,2	Agra-Delhi Chord Line Survey . . . . .	3,0	...	...
6,9	TOTAL	4,4	—8	—8
PUNJAB—				
—2,0	Kashmir Railway Survey . . . . .	...	—7,7	—7,7
...	Rewari-Kuchaman Survey . . . . .	...	2,5	2,6
—3	Kalka-Simla Survey . . . . .	...	...	...
5	Sukkur-Shikarpur Survey . . . . .	6	9	6
—1,2	Bhatinda-Samasata Survey . . . . .	...	...	...
8	Frontier Railway Reserve Material . . . . .	1,2	1,2	6
...	Abt Material and Engine Suspense Account . . . . .	...	—11,8	—11,8
1,1	Ludhiana-Dhuri-Jakhali Survey . . . . .	7	2,5	2,6
2	Hoshiarpur-Jullundur-Kapurthala Survey . . . . .	...	...	...
—9	Umballa-Kalka-Simla Survey . . . . .	...	...	...
...	Nowshera-Dargai Survey . . . . .	...	1,7	1,3
—1,8	TOTAL	2,5	—10,7	—11,8
MADRAS—				
5,4	Arsikere-Mangalore Survey . . . . .	...	—3	—3
...	Shoranur-Cochin Survey . . . . .	...	1,2	2
...	Cannanore-Calicut Survey . . . . .	...	—3,4	—3,4
...	Vizianagram-Raipur Survey . . . . .	...	5,0	5,6
1,8	Peralam-Karikal Survey . . . . .	...	...	...
7,2	TOTAL	...	2,8	2,4
BOMBAY—				
...	Bombay-Sind Connection Survey . . . . .	...	3,0	2,2
5	Rajpipla Railway—(Land) . . . . .	2	...	...
...	Hyderabad-Godavari Valley Railway (Land) . . . . .	3,0	8	5
5	TOTAL	3,2	3,8	2,7
63,7	TOTAL IMPERIAL	60,0	22,8	15,5
PROVINCIAL.				
BURMA—				
...	Meiktila-Myingyan Survey . . . . .	...	5	5
BOMBAY—				
2	Barsi-Pandharpur-Sangola Survey . . . . .	...	3	2
2	TOTAL PROVINCIAL	...	8	7
63,9	TOTAL IMPERIAL AND PROVINCIAL	60,0	23,6	16,2

255. The total outlay under *Imperial* is less than that of the previous year by 48,2. No useful comparison can be made between the outlay of the two years by individual projects, as surveys are being completed and new surveys are being started every year. During the year new surveys were taken in hand, and others, for which provision was made in the Budget Estimate, were not commenced, the result being that the expenditure was less by 44,5 than the Estimate. The excess of 7 under Provincial was covered by additional grants.



## Section J.—IRRIGATION.

256. The following is a general summary of the results under the head Irrigation :—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
<i>Major Works—</i>				
2,068,0	Direct Receipts . . . . .	1,918,1	2,435,1	2,377,7
871,8	Land Revenue due to Irrigation . . . . .	940,5	925,1	964,7
<u>2,939,8</u>	TOTAL RECEIPTS . . . . .	<u>2,908,6</u>	<u>3,360,2</u>	<u>3,342,4</u>
871,2	Working Expenses . . . . .	859,8	887,9	892,1
1,253,5	Interest . . . . .	1,285,0	1,284,1	1,284,3
<u>2,124,7</u>	TOTAL EXPENDITURE . . . . .	<u>2,144,8</u>	<u>2,172,0</u>	<u>2,176,4</u>
<u>815,1</u>	Net Receipts (Major Works) . . . . .	<u>763,8</u>	<u>1,183,2</u>	<u>1,166,0</u>
<i>Minor Works and Navigation—</i>				
210,9	Receipts (excluding Land Revenue) . . . . .	213,9	230,9	227,4
1,126,3	Expenditure . . . . .	966,9	966,2	957,7
<u>915,4</u>	Net Expenditure (Minor Works) . . . . .	<u>753,0</u>	<u>735,3</u>	<u>740,3</u>
<u>-100,3</u>	Net Revenue (Irrigation) . . . . .	<u>10,8</u>	<u>452,9</u>	<u>425,7</u>

257. The final net result of the year was better than the actuals of the previous year by 526,0 and than the Budget Estimate by 414,9. This was due principally to the large increase of revenue from major works owing to the seasons having been very favourable for canal irrigation on account of drought.

## Section J.—IRRIGATION—RECEIPTS.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
3,150,7	REVENUE . . . . .	3,122,5	3,591,1	3,569,8

253. The actual receipts in 1897-98 exceeded those of the previous year by 419,1, and the Budget Estimate by 447,3. The increase was due chiefly to the exceptionally dry nature of the seasons, and partly to the development of irrigation from the Chenab Canal and the Godavari and Kistna Delta systems. The increase, due to the latter cause, was to a large extent provided for in the Budget Estimate.

## XXIX and 42.—Major Works.

## Direct Receipts and Working Expenses.

ACCOUNTS, 1895-97.			BUDGET, 1897-98.			REVISED, 1897-98.			ACCOUNTS, 1897-98.			
Gross Revenue.	Working Expenses.	Net Revenue.	IRRIGATION WORKS AND CANALS.	Gross Revenue.	Working Expenses.	Net Revenue.	Gross Revenue.	Working Expenses.	Net Revenue.	Gross Revenue.	Working Expenses.	Net Revenue.
IMPERIAL.												
8,4	9,0	—6	N.-W. Provinces and Oudh.	12,2	8,9	3,3	14,0	10,5	3,5	13,8	10,7	3,1
Punjab—												
263,2	79,8	183,4	Western Jumna Canal (including Sirsa Branch).	244,9	78,0	166,9	304,5	83,4	221,1	254,9	81,9	173,0
266,4	68,0	198,4	Bari Doab Canal . . . . .	234,5	54,0	180,5	311,0	64,4	246,6	293,0	62,7	230,3
279,5	67,4	212,1	Sirhind Canal . . . . .	262,0	61,2	200,8	332,0	63,6	268,4	329,6	63,1	266,5
167,7	49,9	117,8	Chenab Canal . . . . .	175,0	61,4	113,6	208,8	63,9	144,9	204,9	62,1	142,8
65,0	25,5	40,4	Other Projects . . . . .	70,6	25,4	45,2	78,7	29,7	49,0	80,7	29,7	51,0
1,042,7	290,6	752,1	TOTAL	937,0	280,0	707,0	1,235,0	305,0	930,0	1,163,1	259,5	863,6
Madras—												
10,2	52,1	—41,9	Godavari Delta . . . . .	11,1	48,0	—36,9	10,9	48,6	—37,7	9,6	49,0	—39,4
5,0	70,5	—65,5	Kistna Delta . . . . .	5,4	57,5	—52,1	4,5	56,9	—52,4	4,5	58,5	—54,0
13,5	34,3	—20,8	Other Projects . . . . .	12,8	31,5	—18,7	13,0	31,6	—18,6	13,1	31,6	—18,5
28,7	156,9	—128,2	TOTAL	29,3	137,0	—107,7	28,4	137,1	—108,7	29,2	139,1	—109,9
49,3	48,0	1,3	Bombay . . . . .	57,6	49,1	8,5	62,0	51,3	10,7	59,2	56,9	2,3
1,129,1	504,5	624,6	TOTAL IMPERIAL	1,086,1	475,0	611,1	1,339,4	503,9	835,5	1,265,3	506,2	759,1
PROVINCIAL.												
Bengal—												
106,5	55,4	51,1	Sone Canals . . . . .	89,4	56,5	32,9	115,5	58,8	56,7	126,7	57,5	69,2
84,5	72,8	11,7	Other Canals . . . . .	75,6	88,1	—12,5	84,5	77,2	7,3	92,3	77,7	14,6
191,0	128,2	62,8	TOTAL	165,0	144,6	20,4	200,0	136,0	64,0	219,0	135,2	83,8
N.-W. Provinces and Oudh—												
322,1	101,4	220,7	Ganges Canal . . . . .	303,5	105,7	197,8	364,5	107,5	257,0	363,6	108,0	255,6
233,4	83,2	150,2	Lower Ganges Canal . . . . .	236,6	78,3	158,3	293,0	84,4	208,6	290,9	87,1	203,8
81,0	22,0	59,0	Agra Canal . . . . .	97,7	26,7	71,0	97,5	22,9	74,6	97,4	22,6	74,8
111,4	31,9	79,5	Eastern Jumna Canal . . . . .	79,2	29,5	49,7	140,7	33,2	107,5	141,5	33,0	108,5
747,9	238,5	509,4	TOTAL	717,0	240,2	476,8	895,7	248,0	647,7	893,4	250,7	642,7
938,9	366,7	572,2	TOTAL PROVINCIAL	882,0	384,8	497,2	1,095,7	384,0	711,7	1,112,4	385,9	726,5
2,068,0	871,2	1,196,8	GRAND TOTAL	1,968,1	859,8	1,108,3	2,435,1	887,9	1,547,2	2,377,7	892,1	1,485,6



## Section J.—IRRIGATION—RECEIPTS—continued.

## Direct Receipts—Imperial Works.

259. The *gross revenue* in 1897-98 exceeded that of the previous year by 136,2 and the Budget Estimate by 179,2. Of these increases 120,4 and 176,1 respectively occurred in the Punjab, due chiefly to the unusually dry nature of the seasons, and partly to the development of irrigation from the Chenab Canal. Of the increase over the previous year 5,4 occurred in the North-Western Provinces and Oudh owing to the recovery of outstanding balances of the previous year, and 9,9 in Bombay, contributed chiefly by the Nira and Krishna Canals, owing partly to a larger area having been brought under the influence of irrigation and partly to scanty rainfall on lands watered by the Nira Canal.

## Direct Receipts—Provincial Works.

260. The *gross revenue* in 1897-98 was better than that of the previous year by 173,5 and the Budget Estimate by 230,4. The increase was due to the very large demand for canal water both in Bengal and the North-Western Provinces and Oudh, owing to the unusually dry nature of the *rabi* season of 1896-97 and the larger area irrigated during the *kharif* season of 1897.

## XXIX.—Major Works—Indirect Receipts.

## Portion of Land Revenue due to Irrigation.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
117,5	N.-W. Provinces and Oudh . . . . .	117,5	117,5	117,5
53,1	Punjab . . . . .	52,3	57,0	57,9
604,3	Madras . . . . .	676,3	650,0	675,1
96,9	Bombay . . . . .	94,4	100,6	114,2
871,8	TOTAL . . . . .	940,5	925,1	964,7

261. The share of land revenue credited to irrigation works during 1897-98 exceeded that of the previous year by 92,9 and the Budget Estimate by 24,2. The increase over the previous year occurred mainly in Madras, and was due chiefly to the development of irrigation from the Godavari and Kistna Delta systems and the Periyar project. The increase, as compared with the Budget Estimate, in the Punjab was due to the revenue credited to the Swat river canal having been transferred to this head after the Budget Estimate had been prepared; and in Bombay to favourable inundation and better working of canals.

## XXX.—Minor Works and Navigation.

1896-97. Accounts.			Budget.			1897-98. Revised.		Accounts.	
A	B		A	B		A	B	A	B
4,9	...	India . . . . .	4,9	...	7,5	...	7,6	...	...
...	18,5	Burma . . . . .	...	22,0	...	19,9	...	20,2	...
...	82,4	Bengal . . . . .	...	79,1	...	80,9	...	80,5	...
...	24,3	N.-W. P. and Oudh . . . . .	...	20,8	...	26,8	...	27,1	...
23,5	14,3	Punjab . . . . .	26,4	18,7	29,0	21,4	28,2	20,7	...
...	18,6	Madras . . . . .	...	17,7	...	18,0	...	18,3	...
22,2	2,2	Bombay . . . . .	21,9	2,4	24,4	3,0	21,6	3,2	...
50,6	160,3	TOTAL . . . . .	53,2	160,7	60,9	170,0	57,4	170,0	...
210,9			213,9		230,9		227,4		

A.—Imperial.

B.—Provincial and Local.

## Imperial Works.

262. The actual receipts during 1897-98 exceeded those of the previous year by 6,8, and the Budget Estimate by 4,2. The increase occurred in India and the Punjab. The increase in India occurred in Baluchistan, where the revenue is recovered in kind, and was due to a larger area having been irrigated, and to rates for grain having slightly increased. In the Punjab it was due to the revision of settlement in the Dera Ghazi Khan District.

## Provincial and Local Works.

263. The actual collections of the year 1897-98 were better than those of the previous year by 9,7 and than the Budget Estimate by 9,3. The increase was contributed chiefly by the North Western Provinces and Oudh and the Punjab. In the former it was due to the great demand for canal water owing to drought, and in the latter it occurred in the revenue from the canals and bunds in charge of Civil officers.

## Section J.—IRRIGATION—EXPENDITURE.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
3,251,0	EXPENDITURE . . . . .	3,111,7	3,138,2	3,144,1

264. The expenditure in 1897-98 was less than that of the previous year by 106,9. The decrease was due to the restriction of expenditure during 1897-98 on works classed as "Minor Works and Navigation" owing to famine. The decrease would have been larger had it not been for an increase in the cost of working and maintenance necessitated by increased irrigation, and an increase in the interest charges on the Capital outlay of the year. The increase over the Budget Estimate was mainly due to the increased maintenance charges referred to above.

## 42.—Major Works—Working Expenses.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
504,5	Imperial Works . . . . .	475,0	503,9	506,2
366,7	Provincial Works . . . . .	384,8	384,0	385,9
871,2	TOTAL . . . . .	859,8	887,9	892,1

(For details see page 106.)

## Imperial Works.

265. The total expenditure in 1897-98 was only 1,7 more than that of the previous year; but compared by Provinces there were some large variations, as shown below:—

*Punjab.*—The increase of 8,9 was due to increased maintenance charges on the Chenab canal owing to the expansion of irrigation from the canal.

*Madras.*—The decrease of 17,8 was due to the expenditure in 1896-97 on repairs to damages caused by floods having been very large.

*Bombay.*—The increase of 8,9 was due partly to special repairs on the Begari canal, and partly to the transfer to this head of the normal expenditure on famine relief work on the Lakh canal and the Ekruk and Mhasvad tanks.

266. The Budget Grant was increased to 503,9 by additional grants\* sanctioned during the course of the year to meet the cost of urgent repairs necessitated by increased irrigation and increased collection charges. Against this the actuals show an excess of 2,3; made up of a decrease of 5,5 in the Punjab and of increases of 2, 2,0 and 5,6 in North-Western Provinces and Oudh, Madras and Bombay respectively.

The decrease in the Punjab is ascribed principally to savings on maintenance estimates and transfer of establishment charges to capital account, and partly to short payment of *Lambardars'* fees owing to a large amount of revenue having remained unrealized at the close of the year. The increase in Madras and Bombay was mainly due to the adjustment of the normal value of work done by famine relief labour. Of the excess, 28,9 has been sanctioned by the Government of India, and 2,3 still requires sanction.

## Provincial Works.

267. The expenditure in 1897-98 exceeded that of the previous year by 19,2. Of this increase 7,0 occurred in Bengal and 12,2 in the North-Western Provinces and Oudh. The former being due to increased establishment charges and to heavier charges for collection of revenue, and the latter to higher maintenance and collection charges owing to increased irrigation. Compared with the Budget Estimate the actuals show an increase of 1,1, which is made up of a decrease of 9,4 in Bengal and an increase of 10,5 in the North-Western Provinces and Oudh. In Bengal the requirements of the year were over-estimated. The increase in the North-Western Provinces and Oudh was due partly to additional collection charges on account of increased receipts, partly to repairs to training works on the Ganges river, and partly to the completion of the construction of the channel of the Lower Ganges canal. The excess was covered by an additional grant.



## Section J.—IRRIGATION—EXPENDITURE—continued.

## 42.—Major Works—Interest on debt.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	<i>Imperial.</i>			
703,6	India . . . . .	729,4	729,1	729,5
	<i>Provincial.</i>			
246,4	Bengal . . . . .	246,4	246,1	246,1
303,5	N.-W. P. and Oudh . . . . .	309,2	308,9	308,7
1,253,5	<b>TOTAL</b> . . . . .	<b>1,285,0</b>	<b>1,284,1</b>	<b>1,284,3</b>

268. The small excess of 1 under Imperial requires sanction.

The following statement shows how the interest charged during the year was calculated:—

CAPITAL EXPENDITURE.		
Capital expenditure at end of 1896-97 . . . . .		31,734,9
" " during 1897-98—		
35.—Protective Works . . . . .	37,5	
43.—Minor Works and Navigation . . . . .	12,7	
49.—Capital expenditure not charged to Revenue . . . . .	692,4	
		<u>742,6</u>
		<u>32,477,5</u>
INTEREST.		
Interest on Capital outlay at beginning of the year . . . . .		1,269,4
Interest on half capital spent during the year . . . . .		14,9
		<u>1,284,3</u>

## 43.—Minor Works and Navigation.

1896-97. Accounts.		Budget.		1897-98. Revised.		Accounts.	
A	B	A	B	A	B	A	B
6,4	...	7,7	...	7,7	...	7,4	...
75,4	68,1	...	137,6	...	139,8	...	137,1
...	178,8	...	153,8	...	174,8	...	171,2
...	29,6	...	31,3	...	29,1	...	30,3
86,9	12,1	75,4	12,0	77,9	7,7	83,3	7,4
...	424,9	...	335,4	...	320,1	...	324,5
236,5	5,0	210,9	1,1	205,5	1,1	203,8	1,0
405,2	718,5	294,0	671,2	291,1	672,6	294,5	671,5
1,6	...	1,0	...	1,6	...	1,1	...
1,0	...	7	...	9	...	6	...
407,8	718,5	295,7	671,2	293,6	672,6	296,2	671,5
1,126,3		966,9		966,2		967,7	
	A. Imperial.		B. Provincial and Local.				

## Imperial Works.

269. The expenditure in 1897-98 was less than that of the previous year by 111,6. The decrease was mainly due to the expenditure on Minor Irrigation Works in Upper Burma having been met from Provincial Funds from 1st April 1897, and partly to a smaller programme of expenditure in Bombay. The actuals on the whole compare favourably with the Budget Estimate. The increase of 7,9 in the Punjab was due partly to increased expenditure on works, for which an additional grant of 2,5 was sanctioned during the year, and partly to the transfer to this head of the normal value (5,4) of works on the Ghaggar canal from 33.—Famine Relief. The decrease in Bombay was due to the Establishment charges having been over-estimated. The excess of 5 was covered by additional grants.

Section J.—IRRIGATION EXPENDITURE—*concluded.*43.—Minor Works and Navigation—*continued.*

## Provincial and Local Works.

270. Although the expenditure in Upper Burma was made Provincial, the total expenditure of the year fell short of that of the previous year by 47,0. The decrease was due to the grants made available by the several Local Governments for expenditure during 1897-98 being considerably smaller than in the previous year. On the whole, the Budget Estimate was closely worked up to. The increase of 17.4 in Bengal was due partly to the construction of additional works sanctioned by the Government of Bengal during the course of the year, and partly (10.3) to the transfer of the value of the surplus stock of the Dehri Workshops from "49.—Irrigation" to this head. The decrease of 4.6 in the Punjab was mainly due to the special grant of 3.9 provided for the extension of the Hazur-Khani Branch of the Michni-Nowshera canal, which is in charge of Civil officers, not having been utilized. The decrease in Madras was chiefly due to the outlay on works and repairs in charge of Civil officers having been over-estimated. The excess of 3 in the total has been covered by additional grants.



## Section K.—BUILDINGS AND ROADS—RECEIPTS.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
696,2	RECEIPTS . . . . .	679,6	660,5	667,8

271. The receipts in 1897-98 fell short of those of the previous year by 28,4. There was a decrease of 8,7 under Military Works owing to a special credit of 9,0 obtained in 1896-97 by the sale of certain buildings. The decrease under Civil Works was due to several small variations in the different Provinces, the most important of which was a falling off under Road Tolls, Contribution for Public Works and Ferry receipts in Bombay, consequent on the prevalence of famine and plague. The falling off from the Budget Estimate is also attributable to this cause.

## XXXI.—Military Works.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
51,2	India . . . . .	40,8	40,8	41,9
6,2	Upper Burma . . . . .	6,0	6,8	7,5
7	Lower „ . . . . .	8		
5	Assam . . . . .	4	4	5
1	N.-W. P. and Oudh . . . . .	1	1	2
1,1	Punjab . . . . .	5	1,5	1,3
5	Madras . . . . .	7	3	3
1,0	Bombay . . . . .	7	9	9
61,3	TOTAL . . . . .	50,0	50,8	52,6

272. The receipts for the year 1897-98 fell short of those of the previous year by 8,7. The decrease is attributable to the special credit of 9,0 obtained in 1895-97 by the sale of buildings and land at Sipri and Tundla. The variations between the actuals and the Budget Estimate are unimportant.

## XXXII.—Civil Works.

1896-97. Accounts.			Budget.		1897-98. Revised.		Accounts.	
A	B		A	B	A	B	A	B
Deptl.	Civil.		Deptl.	Civil.	Deptl.	Civil.	Deptl.	Civil.
IMPERIAL.								
5,3	...	India . . . . .	5,3	1	5,3	6	5,3	6
5,5	...	Burma . . . . .	...	...	...	...	...	...
4,7	...	Punjab . . . . .	4,0	...	4,6	...	4,5	...
16,0	...	TOTAL . . . . .	9,3	1	9,9	6	9,8	6
PROVINCIAL.								
4,4	2	Central Provinces . . . . .	5,3	2	4,6	1,2	4,4	1,2
...	...	Upper Burma . . . . .	6,0	1	16,0	3	18,9	3
9,6	1	Lower „ . . . . .	10,0	1				
5,1	3,5	Assam . . . . .	4,0	3,9	3,5	3,9	4,8	4,0
27,1	24,6	Bengal . . . . .	19,3	25,2	19,3	23,0	20,2	26,1
12,9	49,3	N.-W. P. and Oudh . . . . .	13,5	54,5	14,0	55,8	13,8	54,7
6,2	38,3	Punjab . . . . .	5,0	36,2	10,0	37,2	10,9	37,3
19,3	3	Madras . . . . .	16,7	9	19,0	4	18,8	4
78,7	3	Bombay . . . . .	79,7	3	68,6	8	62,2	6
163,3	116,6	TOTAL . . . . .	159,5	121,4	155,0	122,6	154,0	124,6

## Section K.—BUILDINGS AND ROADS—RECEIPTS—continued.

## XXXII.—Civil Works—continued.

1896-97. Accounts.			Budget.			1897-98. Revised.			Accounts.	
A	B		A	B		A	B		A	B
Deptl.	Civil.		Deptl.	Civil.		Deptl.	Civil.		Deptl.	Civil.
INCORPORATED LOCAL.										
...	2,5	India	...	2,7		...	2,9		...	2,5
...	7,7	Central Provinces	...	7,1		...	6,0		...	5,8
...	6,0	Upper Burma	...	6,3		...	17,1		...	17,1
...	9,2	Lower " "	...	8,1		...	9,1		...	9,8
1	11,0	Assam	1	11,8		...	52,0		...	54,6
...	55,3	Bengal	...	6,4		1,0	9,0		1,1	8,5
1,4	5,6	N.-W. P. and Oudh	2,0	26,6		1	27,6		3	29,6
2	26,6	Punjab	1	104,6		8	101,4		7	101,5
8	107,2	Madras	4	65,3		...	50,2		...	49,3
...	61,9	Bombay	...			...			...	
2,5	293,0	TOTAL	2,6	290,9		2,0	275,3		2,3	278,7
591,4		TOTAL INDIA	583,8			565,4			570,0	
ENGLAND—										
		Royal Indian Civil Engineering College, Cooper's Hill—Fees								
26,2		from Students, etc.	27,6			28,4			28,9	
17,3		EXCHANGE	18,2			15,9			16,3	
634,9		GRAND TOTAL	629,6			609,7			615,2	

A.—Public Works in charge of Departmental Officers. B.—Public Works in charge of Civil Officers.

## Imperial Works.

273. The decrease in the receipts during 1897-98, as compared with those of the previous year, was due to the provincialization of Civil Works in Upper Burma with effect from 1st April 1897.

## Provincial Works.

274. The receipts by departmental officers during 1897-98 were less than those of the previous year by 9,3. The decrease is principally the net result of increases of 9,3 in Burma and 4,7 in the Punjab, and of decreases of 6,9 and 16,5 in Bengal and Bombay, respectively. The increase in Burma was due partly to the cause stated above, partly to additional rentable quarters having been provided and to the revision of rents, and partly to the recovery of 1,3 from the lessee of the Government Saw Mills at Mandalay on its destruction by fire. The increase in the Punjab was due to the sale of the site of the Lunatic Asylum at Lahore to the North-Western Railway. The decrease in Bengal was due partly to the abolition of the Calcutta Workshops and partly to the Government share of the profits from the Darjeeling-Himalayan Railway having been smaller than in the previous year. The decrease in Bombay was mainly due to famine and plague having affected the Toll receipts. The actuals fell short of the Budget Estimate by 5,5. The variations by Provinces occurred in Burma, the Punjab, and Bombay, and were due to the causes explained above.

275. The receipts by Civil Officers exceeded those of the previous year by 8,0. The increase was due mainly to an improvement in the receipts from ferry tolls in the North-Western Provinces and Oudh and partly to transfers to this head of receipts relating to staging bungalows and encamping grounds in accordance with the revised classification. Owing mainly to the latter cause the Budget Estimate was also exceeded by 3,2. In the Revised Estimate the receipts from ferry tolls in Bengal were underestimated.

## Local Works.

276. The revenue realized by Civil officers in 1897-98 fell short of that of the previous year by 14,3 and the Budget Estimate by 12,2. The decrease occurred chiefly in Bombay, and was mainly due to a falling off under road tolls, contribution for Public Works and ferry receipts, consequent on the prevalence of famine and plague. The increase in Burma was mainly due to an improvement in ferry receipts and partly to the transfer of staging bungalow rents from "XXV.—Miscellaneous" to this head. The increase in the North-Western Provinces and Oudh and the Punjab was mainly due to the transfer to this head of receipts relating to staging bungalows and encamping grounds.



## Section K.—BUILDINGS AND ROADS—EXPENDITURE.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
5,783.3	EXPENDITURE . . . . .	5,780.1	5,464.0	5,418.9

277. The expenditure during 1897-98 was less than that of the previous year by 364.4 and fell short of the Budget Estimate by 361.2. This was mainly due to the restriction of expenditure in consequence of famine. The decrease would have been larger had it not been for repairs to earthquake damages in Assam and Bengal.

## 44.—Military Works.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
899.7	India . . . . .	919.7	810.3	824.7
2.1	Central Provinces . . . . .	8	8	7
97.5	Burma . . . . .	101.1	93.7	84.5
17.2	Assam . . . . .	22.5	33.3	31.2
7.3	Bengal . . . . .	20.2	10.6	9.2
2.2	North-Western Provinces and Oudh . . . . .	3.5	3.2	1.6
62.4	Punjab . . . . .	102.3	82.3	80.8
8.6	Madras . . . . .	8.1	8.2	7.5
19.0	Bombay . . . . .	29.1	21.4	19.4
1,116.0	TOTAL INDIA . . . . .	1,207.3	1,063.8	1,059.6
24.7	ENGLAND (Stores) . . . . .	14.4	66.0	69.6
16.3	EXCHANGE . . . . .	9.5	37.0	39.2
1,157.0	GRAND TOTAL . . . . .	1,231.2	1,166.8	1,168.4

278. The actual expenditure during 1897-98 exceeded that of the previous year by 11.4, made up of a decrease of 56.4 in the Indian expenditure, and of an increase of 67.8 in the expenditure in England including exchange. The decrease in India is attributable mainly to restriction of expenditure to smaller requirements in connection with the occupation of Chitral and its communications, the major portion of the cost of fortified posts, bridges, accommodation of troops, etc., having been charged in the accounts to end of 1896-97, and to the employment of Royal Engineer officers and departmental subordinates on the North-West Frontier operations, in consequence of which their pay was not charged to the Military Works grant. The decrease in Burma was due to considerable expenditure having been incurred in the previous year on the construction of temporary barracks for a regiment of Native Infantry at Kengtung. The increase of 14.0 in Assam was due partly to larger expenditure on the project for providing accommodation for the permanent garrison of Native Infantry at Manipur, and partly (4.7) to expenditure in restoring and repairing the damages caused by the earthquake of the 12th June 1897. The increase of 18.4 in the Punjab was due to the outlay incurred on the construction of Military roads and outposts in the Tochi Valley. The increase in the expenditure in England was due to larger payments by the Secretary of State on account of water pipes and other English stores.

279. Compared with the Budget Estimate the actuals show a decrease of 62.8, made up of a decrease of 147.7 in the Indian expenditure, and of an increase of 84.9 in the expenditure in England including exchange. The decrease in the Indian expenditure was due partly to transfers of grant from India to England (73.7) and to "47.—Special Defence Works" (11.7), and partly (62.5) to savings from the grants owing to the curtailment of expenditure until the month of January 1898 under the orders of the Government of India. In Assam there was an excess of 8.7 due chiefly to the causes explained above. The increase in England was due to the larger demand for stores as explained in the foregoing paragraph.

## Section K.—BUILDINGS AND ROADS—EXPENDITURE—continued.

## 45.—Civil Works.

		India.	Central Provin- ces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bom- bay.	TOTAL.
IMPERIAL.											
Departmental	Accounts . 1896-97	138,6	8	296,1	31,6	67,4	18,0	73,9	4,7	20,9	652,0
	Budget .	154,8	1,5	...	9,5	70,6	15,0	39,9	8,6	15,3	315,2
	Revised . 1897-98	195,8	1,5	—10,8	15,3	70,0	14,0	44,5	5,5	14,2	350,0
	Accounts .	151,3	1,3	—10,9	18,9	62,5	13,3	40,8	4,9	12,9	295,0
Civil Officers	Accounts . 1896-97	5,6	...	...	...	...	...	...	...	...	5,6
	Budget .	6,2	...	...	...	...	...	...	...	...	6,2
	Revised . 1897-98	7,2	...	...	...	...	...	...	...	...	7,2
	Accounts .	7,1	...	...	...	...	...	...	...	...	7,1
Total Imperial	Accounts . 1896-97	144,2	8	296,1	31,6	67,4	18,0	73,9	4,7	20,9	657,6
	Budget .	161,0	1,5	...	9,5	70,6	15,0	39,9	8,6	15,3	321,4
	Revised . 1897-98	203,0	1,5	—10,8	15,3	70,0	14,0	44,5	5,5	14,2	357,2
	Accounts .	158,4	1,3	—10,9	18,9	62,5	13,3	40,8	4,9	12,9	302,1
PROVINCIAL.											
Departmental	Accounts . 1896-97	...	128,0	258,5	163,6	352,4	256,4	241,4	242,4	316,7	1,959,4
	Budget .	...	150,0	525,0	148,3	325,0	280,0	250,0	184,1	301,8	2,164,2
	Revised . 1897-98	...	148,4	503,2	228,7	297,5	281,4	210,0	167,0	264,5	2,100,7
	Accounts .	...	148,5	506,6	236,3	311,7	267,6	225,4	177,9	266,9	2,140,9
Civil Officers	Accounts . 1896-97	...	...	20,2	5,3	30,5	30,2	5,7	79,7	8	172,4
	Budget .	...	3	20,2	5,0	13,6	28,8	7,1	50,9	9	126,8
	Revised . 1897-98	...	2,2	21,3	11,0	12,6	28,0	9,0	32,7	1,5	118,3
	Accounts .	...	2,2	21,6	11,2	10,2	27,4	8,4	34,5	1,6	117,1
Total Provincial	Accounts . 1896-97	...	128,0	278,7	168,9	382,9	286,6	247,1	322,1	317,5	2,131,8
	Budget .	...	150,3	545,2	153,3	338,6	308,8	257,1	235,0	302,7	2,291,0
	Revised . 1897-98	...	150,6	524,5	239,7	310,1	309,4	219,0	199,7	266,0	2,210,0
	Accounts .	...	150,7	528,2	247,5	321,9	295,0	233,8	212,4	268,5	2,258,0
LOCAL.											
Departmental	Accounts . 1896-97	4,6*	14,2	61,0	74,5	...	161,7	78,4	4,0	147,2	545,6
	Budget .	4,1	11,2	57,8	81,3	...	160,7	81,0	6,7	100,0	502,8
	Revised . 1897-98	4,3	10,0	50,2	80,2	...	151,5	76,0	5,8	115,9	493,9
	Accounts .	4,3	8,4	53,5	72,1	...	153,9	73,2	4,6	109,8	479,8
Civil Officers	Accounts . 1896-97	1,5	16,4	42,9	...	430,9	54,9	12,9	436,2	143,8	1,139,5
	Budget .	1,6	20,3	59,9	...	497,2	67,9	12,1	462,7	161,3	1,283,0
	Revised . 1897-98	1,2	14,2	45,1	1	409,0	52,0	14,0	432,9	133,5	1,102,9
	Accounts .	1,5	11,1	46,8	1	410,9	49,2	14,7	426,5	123,4	1,084,2
Total Local.	Accounts . 1896-97	6,1	30,6	103,9	74,5	430,9	216,6	91,3	440,2	291,0	1,685,1
	Budget .	5,7	31,5	117,7	81,3	497,2	228,6	93,1	469,4	201,3	1,785,8
	Revised . 1897-98	5,5	24,2	95,3	80,3	409,0	203,5	90,0	438,7	249,4	1,595,9
	Accounts .	5,8	19,5	100,3	72,2	410,9	203,1	87,9	431,1	233,2	1,564,0
GRAND TOTAL	Accounts . 1896-97	150,3	159,4	678,7	275,0	881,2	521,2	412,3	767,0	629,4	4,474,5
	Budget .	166,7	183,3	662,9	244,1	906,4	552,4	390,1	713,0	579,3	4,398,2
	Revised . 1897-98	208,5	176,3	609,0	335,3	789,1	526,9	353,5	643,9	529,6	4,172,1
	Accounts .	164,2	171,5	617,6	338,6	795,3	511,4	302,5	648,4	514,6	4,124,1



## Section K.—BUILDINGS AND ROADS—EXPENDITURE—concluded.

## 45.—Civil Works—continued.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
4,474.5	TOTAL INDIA . . . . .	4,398.2	4,172.1	4,124.1
	ENGLAND—			
55.3	Furlough Pay and Allowances of Officers in P. W. Department . . . . .	59.0	46.0	46.4
26.0	Royal Indian Civil Engineering College, Cooper's Hill . . . . .	25.4	25.6	26.2
4.3	Sundry Items . . . . .	4.5	4.7	4.9
5.8	Stores for India . . . . .	1.9	3.9	3.4
91.4		90.8	80.2	80.9
60.4	EXCHANGE . . . . .	59.9	44.9	45.5
4,626.3	GRAND TOTAL . . . . .	4,548.9	4,297.2	4,250.5

## Imperial Works.

280. *Departmental Officers.*—The expenditure in 1897-98 was less than that of the previous year by 357.0. The decrease was mainly due to the expenditure on works in Upper Burma, which had hitherto been met from Imperial funds, having been transferred to Provincial, with effect from 1st April 1897. Excluding Burma, the expenditure during 1897-98 was 50.0 less than that of the previous year. The decrease occurred chiefly in Assam (12.7) and the Punjab (33.1). The former was principally due to less expenditure on the construction of the Nichuguard-Manipur road, which is approaching completion, and to the expenditure on repairs of this road having been charged to Provincial in 1897-98; and the latter was due to the large expenditure incurred in the previous year on the re-construction of the Public Works Department Secretariat Buildings at Simla. The increase of 12.7 in India was the net result of an increased expenditure of 51.5 on the Bangalore water-works and of a reduction of expenditure aggregating 38.8 in the minor provinces classified under "India General and Political," owing chiefly to the grants made available being smaller than in the previous year. The decrease in the remaining provinces was due to a smaller programme of works in 1897-98.

281. The actuals fell short of the Budget Estimate by 20.2. The decrease was due partly to a write-back of 10.8 from Imperial to Provincial on account of suspense balances appertaining to Civil Works in Upper Burma, and partly to the requirements in Bengal, Madras and Bombay having been over-estimated. The increase of 9.4 in Assam was due partly (about 5.8) to the re-construction and repairs of Imperial Buildings damaged by the earthquake, and partly (about 3.6) to irregular expenditure towards the close of the year on the Nichuguard-Manipur road.

## Provincial Works.

282. *Departmental Officers.*—The expenditure in 1897-98 exceeded that of the previous year by 181.5. The increase was due chiefly to the expenditure on Civil Works in Upper Burma having been made Provincial, with effect from 1st April 1897. The increases of 20.5 in the Central Provinces and of 11.2 in the North-Western Provinces were due to larger grants having been made available. The increase of 72.7 in Assam was due to the restoration and repairs of buildings damaged by the earthquake. The decrease of 40.7 in Bengal was due to a smaller programme of works. The decrease would have been larger by 16.4 had it not been for repairs to earthquake damages to buildings. The decrease in the Punjab (16.0), Madras (64.5), and Bombay (49.8) was due to restriction of expenditure owing to famine in the former two provinces and plague and famine in the latter. Compared with the Budget Estimate, the actuals show a decrease of 23.3; the net result of an increase of 88.0 in Assam due to repairs of earthquake damages and to savings aggregating 111.3 in other provinces, owing mainly to the restriction of expenditure in consequence of famine and plague. The excess in Assam was covered by additional grants.

283. *Civil Officers.*—The decrease of 55.3 in expenditure, as compared with that of the previous year, was due chiefly to smaller grants for repairs to roads and new works of Miscellaneous Public Improvement in Bengal and to Municipalities in Madras for water-supply and drainage works. The lapse of 16.4 from the Budget Estimate in Madras was due to the progress on the construction of the Mount Capper Jail not having been so great as anticipated, and to smaller allotments to Municipalities for water-supply and drainage works.

## Local Works.

284. *Departmental Officers.*—The expenditure in 1897-98 was less than that of the previous year by 65.8. The decrease was mainly due to smaller grants having been assigned by the several Local Governments. The lapse from the Budget Estimate was due to an over-estimate of expenditure. The increase of 9.8 in Bombay was due to outlay incurred against supplementary grants aggregating 15.9 sanctioned by Local Boards; this grant was not, however, fully utilized owing to failure of contractors to complete works and to non-payment of compensation for land.

285. *Civil Officers.*—The expenditure in 1897-98 was less than that of the previous year by 55.3 and the Budget Estimate by 198.8. The decrease occurred in all the provinces except Punjab, where there was a small excess of 2.6. The saving was mainly due to the restriction of expenditure in consequence of famine. The excess in Assam has been covered by additional grants sanctioned by the Government of India and the Local Government.

## Section L.—ARMY SERVICES.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
953,3	RECEIPTS . . . .	881,3	897,2	881,9
24,255,3	EXPENDITURE . . . .	24,195,5	27,027,0	26,966,8
<u>23,302,0</u>	NET . . . .	<u>23,314,2</u>	<u>26,129,8</u>	<u>26,114,9</u>

286. The Indian and English portions of the above figures are as follows :—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
RECEIPTS.				
824,1	India . . . .	814,6	820,7	809,4
77,8	England . . . .	40,2	49,0	46,4
51,4	Exchange . . . .	26,5	27,5	26,1
<u>953,3</u>	TOTAL . . . .	<u>881,3</u>	<u>897,2</u>	<u>881,9</u>
EXPENDITURE.				
17,261,3	India . . . .	16,968,9	20,300,3	20,362,6
4,211,1	England . . . .	4,353,4	4,312,0	4,244,2
2,782,9	Exchange . . . .	2,873,2	2,414,7	2,390,0
<u>24,255,3</u>	TOTAL . . . .	<u>24,195,5</u>	<u>27,027,0</u>	<u>26,996,8</u>

287. The receipts in India fell short of the Budget Estimate and of the actuals of the previous year by 5,2 and 14,7 respectively. The variations do not call for any special remarks.

288. The receipts in England exceeded the Budget Estimate chiefly by larger receipts on account of the Indian Troop Service and increase in the subscriptions to the Pension Fund.

289. The following statement shows separately the ordinary and special charges included under expenditure in India :—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
SPECIAL ITEMS :—				
...	Military operations on the			
...	N.-W. Frontier . . . .	3,864,0	3,848,0	
352,7(a)	Other special services . 321,6(b)	187,6(b)	188,5	
337,6	Mobilization arrangements . . . .	...	...	
<u>690,3</u>		<u>321,6</u>	<u>4,051,6</u>	<u>4,036,5</u>
16,571,0	Other Charges . . . .	16,647,3	16,248,7	16,326,1
<u>17,261,3</u>	TOTAL . . . .	<u>16,968,9</u>	<u>20,300,3</u>	<u>20,362,6</u>

(a) Includes charges for Waziristan Field Force and Chitral Relief Force } both classified in the Financial Statement  
(b) " provision for Chitral Relief Force. } as warlike operations.

290. Under the head "Military Operations on the North-West Frontier" are shown charges incurred in connection with the Tochi Field Force, the Malakand Field Force and North-West Frontier disturbances, and the force sent to Mekran. These operations commenced in June 1897, and, for the first two, extra grants of 341,8 and 3,360,0, respectively were sanctioned by the Finance Department in August 1897 and January 1898. A further grant of 146,2 will therefore be necessary.



Section L.—ARMY SERVICES—*continued.*

291. The total Budget provision and actual expenditure for Other Special Services are shown in detail below :—

Charges for—	1897-98.	
	Budget.	Accounts.
Occupation of Chitral and its communications . . . . .	182,6	65,0
Chitral Relief Force . . . . .	6,5	2,8
Wano Garrison . . . . .	30,8	32,0
Tochi Garrison . . . . .	46,0	43,7
Gilgit Agency . . . . .	32,8	14,2
Kajuri Kach and Jondola Garrisons . . . . .	10,4	11,2
Kengtung Garrison . . . . .	11,5	19,4
Las Bela Escort . . . . .	1,0	2
	<u>321,6</u>	<u>188,5</u>

292. The saving under "Occupation of Chitral and its communications" and "Tochi Garrison" was partly nominal, as the extra expenditure incurred on account of the normal garrisons in Chitral, the Malakand and the Tochi Valley was compiled for a part of the year under the head "Malakand Field Force, etc.," in the first two cases and under "Tochi Field Force" in the other case. The decrease under "Gilgit Agency" was in Commissariat charges, and was due to the reduction of the garrison and to recoveries on account of the year 1896-97 having been adjusted by deduction from expenditure in 1897-98. The small excess under the head "Kengtung Garrison" was due to *atta* having been issued to the Native troops stationed there instead of rice.

293. The cause of the reduction of 321,2 in the ordinary expenditure, as compared with the Budget, is shown by the following figures :—

	Budget.	Accounts.	Excess + Reduction—
Army and Garrison Staff . . . . .	551,2	533,0	—18,2
Regimental Pay . . . . .	8,404,7	8,266,4	—138,3
Commissariat . . . . .	3,616,2	3,611,1	—5,1
Remount . . . . .	366,8	303,3	—63,5
Clothing . . . . .	259,7	245,0	—14,7
Medical . . . . .	746,4	748,6	+2,2
Ordnance . . . . .	882,8	851,9	—30,9
Miscellaneous . . . . .	94,4	76,3	—18,1
Other heads . . . . .	1,725,1	1,690,5	—34,6
TOTAL . . . . .	<u>16,647,3</u>	<u>16,326,1</u>	<u>—321,2</u>

The principal savings are tabulated below :—

(1) Smaller payments of Exchange Compensation Allowance, owing to the actual payment rates of exchange being higher than the Budget rate . . . . .	61,8
(2) Savings in pay, stores and clothing secured by the despatch to Mombassa of the 27th Bombay Infantry and Head-Quarters Wing, 4th Bombay Rifles, at the cost of the Home Government . . . . .	10,4
(3) Savings from the short strength of the Army, due chiefly to the establishment of British Infantry in India having been short by two battalions for a part of the year . . . . .	106,9
Carried over . . . . .	<u>179,1</u>

Section L.—ARMY SERVICES—*concluded.*

	Brought forward . . . . .	179,1
(4)	Transfer to the Civil Department of the charge for the pay of soldiers and medical officers on plague duty . . . . .	17,1
(5)	Savings due to the purchase of a smaller number of remounts and young stock and to the purchase of Australian animals at a more favourable rate of exchange . . . . .	34,5
(6)	Smaller consumption of malt liquor, owing to the absence of several British regiments on field service and reduction in price from 1st January 1898 under a new contract . . . . .	56,8
(7)	Less expenditure for movement of troops and stores in consequence of troops being on field service . . . . .	53,3
(8)	Lapse of the special grant for the purchase of camels for mobilization purposes . . . . .	10,1
(9)	Less charge for camps of exercise, owing to troops being on field service . . . . .	8,1
(10)	Savings in the cost of feed of cattle and remounts . . . . .	52,4
(11)	Recoveries by deduction from charge of the value of supplies to other departments . . . . .	20,2
(12)	Savings in the cost of clothing . . . . .	13,0
(13)	Less charge for horse allowance to Artillery and Cavalry officers . . . . .	11,8
(14)	Favourable rates of food supplies in the Madras Command . . . . .	42,9
(15)	Savings under Reserve Force, Ambulance Transport, war service materials, cultivation expenses and contingencies . . . . .	37,1
		<u>536,4</u>

The only considerable excesses are—

(1)	Increased cost of food supplies owing to famine and field operations on the North-West Frontier . . . . .	48,8
(2)	Special money grants to European and Native troops on the occasion of the Diamond Jubilee . . . . .	11,7
(3)	Compensation to Natives for dearness of provisions and forage . . . . .	180,9
		<u>241,4</u>

294. As compared with the actuals of the previous year, the excess was due to the expenditure on the Military Operations on the North-West Frontier. Rejecting these charges, there was a decrease due mainly to the mobilization charges of the previous year (337,6) and the balance to the adoption of a more favourable rate of exchange for paying British troops, and Exchange Compensation Allowance; to less clothing charges, due to the introduction of the new clothing scheme in 1896-97 having resulted in heavy charges during that year; and to smaller local purchases of supplies for Ordnance Factories, owing mainly to the employment of the factories to manufacture supplies required for the operations on the North-West Frontier, the cost of which was charged to Special Services. These decreases were partly counterbalanced by larger expenditure on account of food supplies in consequence of the famine.

295. The expenditure in England showed a saving, as compared with the Budget, chiefly under Indian Troop Service and Stores. Under the former, it was due to the engagement of smaller transports, and under the latter to a smaller demand for stores. Less charges for Deferred pay caused a saving under Home charges of British forces serving in India; and the absence of fewer officers on furlough in England resulted in a decrease under Furlough Allowances of Officers of the Indian service.



## Section L.—ARMY SERVICES—RECEIPTS.

## XXXIII.—Army.

1896-97. Accounts.		1897-98. Budget.	Revised.	Accounts.
INDIA—				
EFFECTIVE SERVICES—				
7,3	Regimental Pay, Allowances and Charges . . . . .	7,8	7,0	6,1
452,3	Commissariat Establishments, Supplies and Services . . . . .	459,9	387,1	389,5
13,0	Remount and Veterinary Establishments, Supplies and Services . . . . .	14,7	14,9	12,3
81,8	Clothing Establishments, Supplies and Services . . . . .	88,6	82,0	77,2
3,2	Barrack Establishments, Supplies and Services . . . . .	2,8	2,8	3,3
30,7	Medical Establishments, Supplies and Services . . . . .	26,9	27,9	29,1
122,9	Ordnance Establishments, Stores and Camp Equipage . . . . .	116,7	118,6	118,6
1,4	Education . . . . .	1,2	1,5	1,5
4,6	Sea Transport Charges . . . . .	1,8	1,8	1,9
13,4	Miscellaneous Services . . . . .	10,0	7,7	7,7
730,6	TOTAL EFFECTIVE SERVICES . . . . .	730,4	651,3	647,2
NON-EFFECTIVE SERVICES—				
4	Rewards for Military Services . . . . .	6	4	3
...	Military Pensions to Natives . . . . .	1	...	1
93,1	Widows' Pensions and Compassionate Allowances . . . . .	83,5	86,7	88,2
93,5	TOTAL NON-EFFECTIVE SERVICES . . . . .	84,2	87,1	88,6
...	Military operations on the N.-W. Frontier . . . . .	...	82,3	73,6
824,1	TOTAL INDIA . . . . .	814,6	820,7	809,4
ENGLAND—				
64,9	Effective Services . . . . .	29,2	34,8	32,0
12,9	Non-effective Services . . . . .	11,0	14,2	14,4
77,8	TOTAL ENGLAND . . . . .	40,2	49,0	46,4
51,4	EXCHANGE . . . . .	26,5	27,5	26,1
953,3	GRAND TOTAL . . . . .	881,3	897,2	881,9

296. In the Indian Receipts the total decrease, as compared with the Budget, is only 5,2. There was a heavy decline under *Commissariat*, which is explained below. The falling off under *Clothing Establishments* was due to smaller receipts from sales of part-worn cloths under the new clothing scheme, according to which all personal clothing becomes the property of the soldiers, and to smaller issues of regimental necessaries. The special recovery of 73,6 on account of the Tochi and Malakand Field Forces, classed under "*Military Operations on the North-West Frontier*," largely reduced the falling off.

297. The details of the receipts under *Commissariat* are as follows:—

1896-97. Accounts.		1897-98. Budget.	Revised.	Accounts.
317,7	Sale of malt liquor . . . . .	319,8	261,1	263,0
72,9	Sale of provisions and stores . . . . .	68,7	73,4	77,0
19,9	Sale of rum . . . . .	15,8	19,0	16,4
29,8	Other heads . . . . .	39,7	26,7	26,4
12,0	Special Services . . . . .	15,9	6,9	6,7
452,3	TOTAL . . . . .	459,9	387,1	389,5

298. The falling off in the sale-proceeds of malt liquor was due to smaller consumption owing to the absence of a large number of British troops on field service, where malt liquor is not issued. Under *Other heads* the largest decrease was due to the sale of fewer elephants than anticipated. The receipts under *Special Services* for a part of the year were classified under "*Military Operations on the North-West Frontier*". The decrease, as compared with the previous year, was also the result of the causes explained above.

Section L.—ARMY SERVICES—RECEIPTS—*continued.*XXXIII.—Army—*continued.*

299. The receipts in England exceeded the Budget Estimate by 2,8 under *Effective Services*, due to increased receipts on account of the Indian Troop Service (7,8) and to larger sales of unserviceable stores (1,7), counterbalanced by a decrease of 6,8 in the value of clothing, etc., in possession of Regiments on their transfer from the Indian to the British Establishment, and by 3,4 under *Non-Effective Services*, due chiefly to sufficient provision not having been made for the growth of receipts under the Indian Military Service Family Pensions.



## Section L.—ARMY SERVICES—EXPENDITURE.

## 46.—Army.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
INDIA—				
EFFECTIVE CHARGES—				
553,1	Army and Garrison Staff . . . . .	556,7	532,3	535,2
204,3	Administrative Staff . . . . .	204,5	203,1	204,4
8,598,7	Regimental Pay, etc. . . . .	8,432,4	8,287,6	8,278,2
3,900,6	Commissariat . . . . .	3,853,0	3,628,0	3,747,6
364,9	Remount and Veterinary . . . . .	366,8	307,2	303,3
305,2	Clothing . . . . .	260,3	252,0	245,8
234,6	Barrack Establishment, etc. . . . .	234,7	225,8	233,1
42,2	Administration of Martial Law . . . . .	42,6	42,1	40,8
755,1	Medical . . . . .	749,5	716,0	750,6
921,4	Ordnance . . . . .	882,9	861,7	852,0
28,2	Ecclesiastical . . . . .	30,2	29,4	28,3
46,8	Education . . . . .	48,3	47,5	45,3
60,6	Sea Transport Charges . . . . .	56,8	65,8	66,1
141,1	Miscellaneous Services . . . . .	137,8	117,7	108,5
191,1	Volunteer Corps . . . . .	193,8	185,9	185,4
16,347,9		16,050,3	15,502,1	15,624,6
7,2	Unadjusted Expenditure . . . . .	...	...	—32,4
16,355,1	TOTAL EFFECTIVE CHARGES (INDIA) . . . . .	16,050,3	15,502,1	15,592,2
...	Military operations on the N.-W. Frontier . . . . .	...	3,864,0	13,848,0
NON-EFFECTIVE CHARGES—				
12,0	Rewards for Military Services . . . . .	17,7	22,7	19,5
103,3	Military Pensions to Europeans . . . . .	113,0	103,6	99,7
705,3	Ditto to Natives . . . . .	700,8	718,6	714,9
23,0	Widows' Pensions and Compassionate Allowances . . . . .	24,5	26,5	25,4
62,6	Superannuation Pensions and Gratuities . . . . .	62,6	62,8	62,9
906,2	TOTAL NON-EFFECTIVE CHARGES (INDIA) . . . . .	918,6	934,2	922,4
17,261,3	TOTAL INDIA . . . . .	16,968,9	20,300,3	20,362,6
ENGLAND—				
EFFECTIVE CHARGES—				
832,7	Home Charges of British Forces serving in India . . . . .	837,0	834,7	828,1
221,3	Furlough Allowances of Officers of the Indian Service . . . . .	230,0	198,0	195,8
240,4	Indian Troop Service . . . . .	251,8	235,6	229,0
5,8	Passage of Officers and Troops otherwise than in Troopship . . . . .	6,0	19,0	17,7
18,3	Miscellaneous . . . . .	27,6	32,5	31,7
523,8	Stores for India . . . . .	569,2	572,9	527,1
1,842,3	TOTAL EFFECTIVE CHARGES (ENGLAND) . . . . .	1,921,6	1,892,7	1,829,4
NON-EFFECTIVE CHARGES—				
468,8	Retired Pay, etc., of British Forces on account of service in India . . . . .	497,0	506,8	506,8
1,791,4	Pay and Pensions of Non-effective and Retired Officers of the Indian Service . . . . .	1,824,8	1,800,0	1,796,1
84,4	Miscellaneous Pensions . . . . .	84,0	85,0	84,4
24,2	Indian Service Family Pensions . . . . .	26,0	27,5	27,5
2,368,8	TOTAL NON-EFFECTIVE CHARGES (ENGLAND) . . . . .	2,431,8	2,419,3	2,414,8
4,211,1	TOTAL ENGLAND . . . . .	4,353,4	4,312,0	4,244,2
2,782,9	EXCHANGE . . . . .	2,873,2	2,414,7	2,390,0
24,255,3	GRAND TOTAL . . . . .	24,195,5	27,027,0	26,996,8

## Section L.—ARMY SERVICES—EXPENDITURE—continued.

## Army and Garrison Staff.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
25,4	Commander-in-Chief . . . . .	27,2	26,9	24,5
41,7	Lieutenant-Generals Commanding the Forces . . . . .	43,5	41,0	41,6
73,3	Adjutant General . . . . .	76,6	75,0	79,1
16,8	Artillery Branch . . . . .	16,2	15,2	14,7
4,0	Cavalry Branch . . . . .	3,8	3,5	3,8
24,2	Musketry Inspection . . . . .	25,0	24,0	23,1
52,3	Quarter Master General . . . . .	55,9	50,7	50,7
3,3	Gymnastic Instruction . . . . .	3,5	3,8	3,7
3,5	Army Signalling . . . . .	3,5	3,3	3,4
188,3	District Commands . . . . .	184,5	179,6	185,8
62,9	Garrison and Station Staff . . . . .	61,6	60,6	59,3
29,3	Hill Sanitaria . . . . .	29,4	27,0	24,8
10,6	Miscellaneous Depôts . . . . .	11,2	10,6	10,2
11,9	Staff of Local Forces . . . . .	9,1	8,2	8,1
3	Staff Miscellaneous . . . . .	2	3	2
5,3	Special Services . . . . .	5,5	2,6	2,2
<u>553,1</u>		<u>556,7</u>	<u>532,3</u>	<u>535,2</u>

300. Of the total saving of 21,5 under this head, as compared with the Budget, 10,5 was due to less payment of salaries and 5,8 to less payment of Exchange Compensation Allowance. The large saving was under the sub-head *Hill Sanitaria*, due chiefly to the closing of hill depôts in the Bengal and Punjab Commands during the winter months. There was also a saving of 4,0 in the tour expenses of the Commander-in-Chief in India, and of Lieutenant-Generals Commanding the Forces. Under *Special Services* the expenditure for a part of the year on account of the "Occupation of Chitral" and "Tochi Garrison" was shown under Military Operations on the North-West Frontier.

## Administrative Staff.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
15,8	Personal Staff of the Governor-General, Governors, and Lieutenant-Governors . . . . .	15,9	15,9	16,2
17,0	Accountant General, Military Department . . . . .	17,0	17,0	17,6
	Controller of Military Accounts—			
27,6	Central Branch . . . . .	27,2	26,9	27,6
14,1	Accounts Branch . . . . .	14,4	14,3	14,0
43,1	Pay Branch . . . . .	43,1	44,6	45,1
34,2	Commissariat Branch . . . . .	34,0	34,8	34,2
7,6	Commissariat Branch, Rangoon . . . . .	7,4	7,8	7,6
19,4	Ordnance and Clothing Branches . . . . .	18,5	19,2	19,3
17,6	Circle, Field and Pension Pay Officers . . . . .	14,9	14,2	13,9
6,6	Inspections, Special Duties, and Probationers . . . . .	10,4	7,8	8,1
1,3	Special Services . . . . .	1,7	6	8
<u>204,3</u>		<u>204,5</u>	<u>203,1</u>	<u>204,4</u>

301. The variations under this head are small and do not require any explanation.

## Regimental Pay.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
4,260,6	European Army . . . . .	4,079,5	3,994,9	3,956,0
4,308,9	Native Army . . . . .	4,325,2	4,279,4	4,310,4
29,2	Special Services . . . . .	27,7	13,3	11,8
<u>8,598,7</u>	<b>TOTAL</b>	<u>8,432,4</u>	<u>8,287,6</u>	<u>8,278,2</u>

302 The saving under this head of 154,2, as compared with the Budget Estimate, was due chiefly to a decrease of 40,9 under Exchange Compensation Allowance, of 85,8 under pay due to the short strength of British troops in India, of 14,6 under salaries due chiefly to the absence of officers on leave, and to deputations to the Civil Department for employment on plague duty. The saving of 320,5, as



## Section L.—ARMY SERVICES—EXPENDITURE—continued.

## Regimental Pay—continued.

compared with the actuals of the previous year, was due chiefly to the adoption of more favourable rates of exchange for payment of British troops, to less Exchange Compensation Allowance, to the British Infantry having been below the authorized strength by two battalions for a part of the year, and to other British troops having been less in excess of the authorized strength than in the previous year.

303. The details of the principal sub-heads of the European Army are given below:—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
1,074.5	Artillery . . . . .	1,019.2	1,012.8	1,006.0
441.1	Cavalry . . . . .	408.2	409.0	405.0
5.5	Engineers . . . . .	5.9	4.9	3.9
2,640.7	Infantry . . . . .	2,548.0	2,474.4	2,442.7
4.2	Invalid and Veteran Establishment . . . . .	3.8	3.5	3.5
49.8	Staff Corps, General List Officers, Unattached and Unemployed Officers . . . . .	48.2	41.2	45.1
7.2	Colonel's Allowances . . . . .	9.6	4.3	5.4
37.6	Other Charges . . . . .	36.6	44.8	44.4
4,260.6	TOTAL . . . . .	4,079.5	3,994.9	3,956.0

304. Under *Artillery* the saving, as compared with the Budget Estimate, was due chiefly to an insufficient deduction having been made on account of officers absent in Europe (3.7), to less Exchange Compensation Allowance (4.6), to the replacement of Civilian Ordnance artificers by sergeant armament artificers on lower rates of pay, and to vacancies in the permanent establishment of lascars and followers, etc., (6.9), and to less charges for horse allowance (4.9), partly counterbalanced by increased charges for good conduct pay (3.6), and deferred pay (3.5). Under *Cavalry* the saving due to absence of officers in Europe (2.1), and to Exchange Compensation Allowance (1.5) was more than counterbalanced by an excess of 6.5 in the pay of warrant and non-commissioned officers, rank and file, and native artificers and followers due to excessive deduction for probable savings; but the charge for horse allowance was less by 6.8. Under *Infantry* there was a saving of 13.8 in the pay of officers, and of 72.0 in that of warrant and non-commissioned officers, rank and file, due chiefly to short strength of the British Infantry by two battalions for a part of the year, and of 10.9 in Exchange Compensation Allowance. Under *Staff Corps*, etc., the largest saving was under General Officers unemployed, due to retirements. Under *Colonel's Allowances* the saving was due chiefly to fewer recipients. Under *Other charges* the excess was mainly the result of money grants to troops on the occasion of the Diamond Jubilee. The decrease, as compared with the previous year, has been explained above.

305. The details of the principal sub-heads under the Native Army are as follows:—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
56.6	Artillery . . . . .	57.0	56.3	57.4
13.7	Body-Guard . . . . .	15.0	15.0	14.8
1,284.9	Cavalry . . . . .	1,287.8	1,280.3	1,276.4
139.0	Sappers and Miners . . . . .	134.7	138.2	136.0
2,587.6	Infantry . . . . .	2,594.6	2,563.0	2,596.9
53.0	Annual grant-in-aid of half-mounting . . . . .	49.7	52.8	57.0
28.0	Kit-money for Recruits . . . . .	34.6	29.0	26.2
32.5	Hutting-money . . . . .	28.7	29.0	27.5
69.9	Reserve Forces . . . . .	77.2	70.0	72.3
43.7	Other Charges . . . . .	45.9	45.8	45.9
4,308.9	TOTAL . . . . .	4,325.2	4,279.4	4,310.4

306. The variations were not large under any of the sub-heads, and it is only necessary to specify a few of them. Under *Cavalry* there was a saving of 11.4 as compared with the Budget Estimate, 8.8 of which was due to the absence of officers on furlough in England, recovery of home advances, and the deputation of officers on plague duty at the cost of the Civil Department, and 6.5 to less Exchange Compensation Allowance. These savings were partly counterbalanced by an increase of (3.8) in the pay of native commissioned and non-commissioned officers, due to an advance payment of salary to certain corps, and to an over-estimate of probable savings in the Budget. Under *Annual Grant-in-aid of Half Mounting* the Budget provision was insufficient. The saving under *Kit money for Recruits* was due to the enlistment of fewer recruits than anticipated.

307. The decrease under *Special Services* is due to the causes already explained.

**Section L.—ARMY SERVICES—EXPENDITURE—continued.**  
**Commissariat Charges.**

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
505,2	Establishment . . . . .	528,4	501,8	513,1
1,742,2	Supplies . . . . .	1,779,0	1,753,0	1,870,8
863,1	Services . . . . .	938,9	895,4	905,3
338,4	Transport Branch . . . . .	369,9	346,3	321,9
247,1	Special Services . . . . .	236,8	131,5	136,5
204,6	Mobilization . . . . .	...	...	...
<u>3,900,6</u>	<b>TOTAL .</b>	<u>3,853,0</u>	<u>3,628,0</u>	<u>3,747,6</u>

308. The saving under this head (105,4) was the result chiefly of an excess under *Supplies* and savings under all the other heads. The excess was due to large payments of compensation to Native troops for dearness of provisions and forage owing to high prices in consequence of famine, partly counterbalanced by small local purchases of malt liquor due to the absence of a large number of troops on field service. The saving under *Services* occurred chiefly in Railway, and Sea and Inland water charges, owing to fewer movements of troops and smaller consignments of stores due to the large number of troops on field service. Under *Transport* there were smaller purchases of animals, and under *Special Services* the decrease was due chiefly to the expenditure on the "Occupation of Chitral and its Communications" for a part of the year having been charged under Military Operations in the North-West Frontier.

309. The decrease, as compared with the previous year, was due to absence of mobilization expenditure. Rejecting this item there was an excess of 51,6, chiefly due to higher prices for food supplies and forage, counterbalanced by the decrease under *Special Services* due to the reasons stated above.

310. The details of the expenditure under *Establishment* are given below :—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
52,0	Supervising Staff . . . . .	51,6	49,1	47,8
236,9	Executive Establishment . . . . .	242,1	230,9	234,1
43,2	Ambulance Transport . . . . .	46,0	43,4	42,1
161,5	Subordinate Establishment . . . . .	177,8	166,8	173,5
9,9	Khedda Establishment . . . . .	7,7	8,4	11,1
1,7	Other Heads . . . . .	3,2	3,2	4,5
<u>505,2</u>		<u>528,4</u>	<u>501,8</u>	<u>513,1</u>

311. Under *Supervising Staff* the saving was due chiefly to absence of officers on furlough and to savings in Office Establishments, etc., (2,0), to less Exchange Compensation Allowance (5), and less travelling and out-station allowances (1,4). Under *Executive Establishment* the saving was due chiefly to insufficient deduction having been made in the Budget for probable savings (2,5), to less Exchange Compensation Allowance (1,8), and to smaller charges for contingencies and advertisements (1,1). Under *Ambulance Transport* the reduction was due to short strength of bearers. Under *Subordinate Establishment* the saving was due principally to less expenditure for water gear and establishments and for supply of water, owing chiefly to the absence of a number of troops on field service. Under *Khedda Establishment* the increase was due to the entertainment of a larger temporary establishment for hunting operations than was provided for, and to hire of elephants, boats, and carts to a larger extent than anticipated.

312. Under *Supplies* the details are as follows :—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
701,2	Provisions for Europeans . . . . .	765,4	730,0	748,5
155,6	Provisions for Natives . . . . .	188,0	173,5	178,9
	Compensation to Natives—			
405,6	(a) for dearness of provisions . . . . .	371,7	396,0	481,1
107,8	(b) for dearness of forage . . . . .	80,0	138,0	151,5
16,1	Purchase of Reserve Stock . . . . .	19,5	17,2	13,7
353,3	Malt Liquor purchased locally . . . . .	350,1	293,6	293,3
7,4	Rum . . . . .	5,7	5,5	3,1
2,8	Dairy Farms . . . . .	3,4	3,5	3,8
...	Contingent Expenses . . . . .	2	2	...
—7,6	Deduct—Value of Supplies to other Departments .	—5,0	—4,5	—3,1
<u>1,742,2</u>		<u>1,779,0</u>	<u>1,753,0</u>	<u>1,870,8</u>



Section L.—ARMY SERVICES—EXPENDITURE—*continued.*Commissariat Charges—*continued.*

313. There was an increase of 91,8 in the aggregate, made up chiefly of increased payments of compensation to Native troops, counterbalanced by savings under Malt Liquor. The excess under *Compensation*, etc., was due to the prevalence of high prices of both food supplies and forage on account of the famine. The saving under *Malt Liquor* was due to the absence of a large number of British troops on field service, where malt liquor was not issued, and to a more favourable contract for supplies. The savings under *Provision for Europeans* and *Provision for Natives*, due to short strength of troops and favourable rates of food supplies, were reduced to a certain extent by larger purchases for stock purposes. The excess over the previous year (128,6) occurred chiefly under *Provisions for Europeans* (47,3) and *for Natives* (23,3), and under *Compensation to Natives, etc.* (119,2), due chiefly to high prices due to famine, counterbalanced chiefly by a decrease under *Malt Liquor* (60,0), due to the reasons explained above.

314. Under *Services*, excluding Special Services, the following details are supplied:—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
33,4	Hire of Transport . . . . .	39,0	32,0	41,4
18,7	Sea and Inland Water Charges . . . . .	23,7	22,6	19,3
347,2	Railway Charges . . . . .	409,4	349,8	357,4
57,0	Grass Cultivation . . . . .	86,2	83,7	78,6
312,8	Feed of Horses, Battery Mules, Yabooks, Bullocks and Elephants . . . . .	267,2	311,5	319,7
9,1	Regimental Equipment and Camp Contingencies . . . . .	12,0	8,4	7,4
24,9	Implements, Godown Furniture, etc. . . . .	27,4	27,1	31,8
60,0	Other Heads . . . . .	74,0	60,3	49,7
863,1		938,9	895,4	905,3

315. Under the first head the small excess of 2,4 was due to more movements of European troops by route march and to less utilization of Government transport, partly counterbalanced by less charges for the conveyance of stores due to smaller consignments of Commissariat and Miscellaneous stores. Under the next two heads the saving was due to fewer movements of European and Native troops and to the conveyance of smaller consignments of stores, especially Commissariat and Ordnance stores. Under *Grass Cultivation* the saving was chiefly under Establishments. Under feed of *Horses, Battery Mules, etc.*, the excess, both over the Budget (52,5) and the actuals of the previous year, was due to higher prices owing to scarcity and to field operations on the North-West Frontier. The saving under *Regimental Equipment* (4,6), due to the absence of several regiments on field service, was nearly covered by the excess under the next head (4,4) caused by larger purchases of dead stock articles and more contingent charges incurred in Commissariat Godowns. Under *Other Heads* the saving occurred chiefly under Cattle Farm (Hissar) (18,4), and was due chiefly to issues of food supplies to cattle having been made from reserve stock and to a number of cattle having been sent to other districts to graze owing to scarcity of fodder at Hissar. There was also a saving of 1,3 in the charges for feed of elephants under Khedda charges (Dacca), due to casualties among Khedda elephants, and of 1,2 on account of smaller purchases of battery bullocks and savings in the purchase and repair of gear. The excess, as compared with the actuals of the previous year under the first three heads, was due chiefly to larger movements of troops and stores, and that under *Grass Cultivation* to a change in classification in the Madras and Bombay Commands.

316. The details of the charges in the *Transport Branch* are as follows:—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
333,6	Depôt and Regimental . . . . .	363,0	339,1	315,8
4,8	Ambulance Transport . . . . .	6,9	7,2	6,1
338,4	TOTAL . . . . .	369,9	346,3	321,9

317. Under *Depôt and Regimental* the large saving was chiefly due to fewer purchases of animals, to the cost of replacement of animals killed and articles issued on field service having been charged to the service concerned, and to smaller charges for food.

318. Under *Special Services* the saving was due mainly to the causes already explained (86,4), and to the reduction of the Gilgit Garrison (15,9), partly counterbalanced by higher charges on account of "Wano Garrison," "Yochi Garrison," and "Kajuri Kach and Jandola Garrisons," due to high prices of food supplies.

## Section L.—ARMY SERVICES—EXPENDITURE—continued.

## Remount and Veterinary.

319. The details are given below :—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
3.5	Supervising Staff . . . . .	3.4	3.3	3.3
27.9	Depôt Establishments . . . . .	35.2	34.6	33.5
9.3	Veterinary Inspection . . . . .	8.8	8.5	9.0
34.0	Station Veterinary Hospitals . . . . .	35.3	33.7	31.8
5	Veterinary Schools . . . . .	4	5	4
2.4	Remount Depôt, Garden Reach . . . . .	2.7	2.1	2.3
121.7	Purchase of Remounts . . . . .	140.0	117.3	118.7
50.4	Feed of Cattle and Remounts . . . . .	93.0	63.3	65.1
37.8	Miscellaneous . . . . .	48.0	43.9	39.2
287.5	Total excluding mobilization . . . . .	366.8	307.2	303.3
77.4	Mobilization . . . . .	...	...	...
364.9	Total including mobilization . . . . .	366.8	307.2	303.3

320. The total saving (63.5) under this head as compared with the Budget was mainly caused by the purchase of fewer remounts and young stock and at lower rates (13.7) by purchase of Australian animals at more favourable rates of exchange (7.7) and by less feed charges and cultivation expenses (34.5).

## Clothing Establishments.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
11.3	Superintending Establishments . . . . .	11.5	10.9	10.4
6.2	Manufacturing and Store Establishments . . . . .	6.4	6.2	6.1
	Supplies and Services—			
199.4	Factories . . . . .	152.8	143.3	143.9
43.0	Regimental . . . . .	41.2	42.0	33.2
43.6	Compensation in lieu of clothing . . . . .	47.8	48.8	51.4
1.7	Special Services . . . . .	6	8	8
305.2		260.3	252.0	245.8

321. The saving under this grant (14.5) was spread over most of the sub-heads, but occurred mainly under *Factories* (8.9), due to fewer garments having been made up and smaller charges for local purchases; and under *Regimental* (8.0) owing to a reduction in the rates of making clothing, and to claims held over on account of absence of troops on field service. The provision under *Compensation in lieu of clothing* was partly an under-estimate. The larger expenditure of the previous year was mainly under the first two heads named above, and was due to the introduction of the new clothing scheme which resulted in large purchases locally and in the making up of a larger number of garments.

## Barrack Establishments.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
4.3	Executive Establishments . . . . .	4.5	4.2	4.1
58.0	Subordinate Establishments . . . . .	55.1	54.0	53.0
13.6	Station Conservancy . . . . .	15.6	15.7	15.3
11.1	Barrack Furniture . . . . .	9.9	10.9	13.1
42.5	Barrack Bedding . . . . .	52.0	48.6	50.3
41.6	Lighting Charges . . . . .	36.5	35.3	35.5
62.2	Miscellaneous . . . . .	58.5	56.4	59.7
1.3	Special Services . . . . .	2.6	7	2.1
234.6		234.7	225.8	233.1

322. The variations from the Budget are generally unimportant, the only items worth mentioning being the saving under *Subordinate Establishments* (2.1) and under *Barrack Bedding* (1.7) against an excess of 3.2 under *Barrack Furniture*. Under the first, it was due to the absence of troops on field service, which caused a saving of 1.1 in the punkha-pulling establishment, and to the extra conservancy establishment not having been entertained to the estimated extent. Under the second, the saving was also partly due to the absence of troops on field service (3.4), and partly to fewer new issues of bedding under the four



## Section L.—ARMY SERVICES—EXPENDITURE—continued.

## Barrack Establishment—continued.

years' rule (3,0), counterbalanced to the extent of 4,5 by the outlay in the Bengal Command to replace condemned bedding. The excess under *Barrack Furniture* was due to increased charges for washing and repair of punkha fringes and to the supply of a larger number of bamboo blinds necessitated by fair wear and tear.

## Administration of Martial Law.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	Judge Advocate-General's Department—			
5,7	Head-Quarters . . . . .	6,0	5,8	5,7
15,4	Commands . . . . .	15,7	15,3	14,7
21,1	Miscellaneous . . . . .	20,9	21,0	20,4
42,2		42,6	42,1	40,8

323. There is a trifling saving under this grant head, due chiefly to the absence of officers on furlough and smaller contingent charges.

## Medical Establishments.

324. The charges are classified under the following heads:—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	Medical Establishment—			
28,1	Head-Quarters and Commands	28,2	27,1	26,9
436,8	Districts . . . . .	446,7	425,0	449,3
11,3	Nursing Service . . . . .	12,9	11,9	12,0
28,6	Army Hospital Corps . . . . .	28,3	28,3	27,7
18,8	Medical Store Depôts . . . . .	19,8	19,0	18,6
1,0	Followers' Hospitals . . . . .	1,3	1,0	9
7,9	Miscellaneous . . . . .	10,2	8,3	7,1
225,8	Medical Supplies . . . . .	221,0	220,0	234,7
	Deduct—			
28,1	Issues to other Departments	22,0	26,6	28,6
197,7		199,0	193,4	206,1
730,2	Total excluding Special Services	746,4	714,0	748,6
	Special Services—			
20,5	Mobilization . . . . .	...	...	...
4,4	Other . . . . .	3,1	2,0	2,0
755,1	GRAND TOTAL . . . . .	749,5	716,0	750,6

325. There were savings in all the minor heads with the exception of two, the excesses under which caused a net increase of 1,1 over the Budget. The savings were in almost all cases unimportant, and were due chiefly to variations in salaries and contingencies. The only saving which calls for special notice is that of 3,1 under *Miscellaneous*, which was due principally to fewer Military pupils having been under tuition in Medical Colleges and Schools (1,7), to the closing of certain Cantonment hospitals in the Madras Command (6), and to smaller purchases of books and periodicals (4). The excesses occurred under *Medical Establishment, Districts* and *Medical Supplies*. Under the first the increase (2,6) was the result of an over-deduction in the Budget for probable savings in salary, and of higher charges for temporary establishment and travelling than estimated, partly counterbalanced by savings due to the deputation of officers to the Civil Department for Plague duty and in Exchange Compensation Allowance. The excess under *Medical Supplies* was due to increased expenditure on medical comforts and diet in consequence of increased sickness of troops, and higher rates of articles of diet owing to scarcity. About half of this excess was covered by the increased credit (taken in the accounts by deduction from the charge) under *Issues to other Departments*, owing to larger supplies to Civil hospitals and dispensaries, to famine and plague hospitals, and to troops sent out to Mombassa. The excess under this head (1,1) requires to be sanctioned.

326. The decrease, as compared with the previous year was due chiefly to the absence of mobilization charges in 1897-98. Disregarding this item there was an excess, which occurred mainly under *Medical Establishment, Districts* (12,5), due to the presence of a larger number of officers on duty and to the higher rate of pay granted, with effect from 1st April 1897; and under *Medical Supplies* due to increased sickness of troops and higher price of articles of diet.

Section L.—ARMY SERVICES EXPENDITURE—*continued.*

## Ordnance.

327. The charges are sub-divided below, the mobilization charges in 1896-97 being shown separately:—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
ESTABLISHMENTS—				
39.4	Supervising Staff . . . . .	41.1	40.7	41.1
197.8	Arsenals and Depôts . . . . .	201.5	198.0	199.2
208.8	Factories . . . . .	226.1	225.1	222.4
11.9	Fort Armaments . . . . .	11.6	10.8	10.9
STORES—				
164.6	For Arsenals and Depôts . . . . .	147.1	147.4	161.9
196.8	For Factories . . . . .	172.6	165.9	163.1
13.8	Freight . . . . .	11.8	10.6	12.2
47.6	Camp Equipage . . . . .	57.0	55.5	53.9
13.3	Line Gear . . . . .	13.9	13.1	12.8
35.1	Other Charges . . . . .	35.6	35.6	34.1
<i>Deduct—</i>				
40.9	Supplies to other Departments . . . . .	35.5	41.1	59.7
888.2	Total excluding Special Services . . . . .	882.8	861.6	851.9
Special Services—				
33.0	Mobilization . . . . .	...	...	...
2	Other . . . . .	1	1	1
921.4		882.9	861.7	852.0

328. The most important excess is that of 14.8 under *Stores for Arsenals and Depôts*, due chiefly to the purchase of stores for Colonial and other Governments. This was, however, more than met by larger recoveries (24.2) under *Supplies to other Departments*, resulting chiefly from the issue of a large quantity of old shot and shell to the Eastern Bengal State Railway (5.0), issue of stores to the Native troops sent to East Africa (6.6), and despatch of stores to Cairo, Malta, etc., (9.7). Under *Stores for Factories*, the provision for local supplies to the Foundry and Shell Factory, Gun Carriage Factories, and to the Kirkee Small Arms Ammunition Factory was over-estimated. The saving under *Factories* was in Salaries and Exchange Compensation Allowance. Under *Camp Equipage* the charges for purchase and repair were less than estimated. As compared with the actuals of 1896-97, almost half the decrease was due to the special expenditure in that year for mobilization. There was a large decrease under *Stores for Factories*, due to smaller purchases owing to the stoppage of ordinary work in consequence of factories being fully occupied for some time in meeting the requirements of the forces on the North-West Frontier. There were larger recoveries in the year under report from other departments, but the decrease due to this cause was more than covered by an increase under *Establishments—Factories*, due to the employment of more extra temporary artificers owing to larger outturn.

## Other Effective Charges.

329. Under *Sea Transport charges* the increase was mainly due to the grant of passages to the British and Native Officers who proceeded to England to form part of the Guard-of-Honour to Her Majesty the Queen on the occasion of the Diamond Jubilee " (2.6)," to more charges for passages from port to port in India (7.9), and to the employment of the R. I. M. S. *Clive* for conveyance to England of the surplus troops of 1896-97 (1.7), partly counterbalanced by a saving in the charges for articles of sea kit supplied to troops on their voyage to England (2.4). The decrease under *Volunteer Corps* was due chiefly to insufficient deduction made in the Budget for probable savings in salaries, and to certain appointments having been held by Civilians (7.4). Savings under Contingencies and Exchange Compensation Allowance (1.8) were more than covered by an excess under travelling (2.1), due to more frequent inspections.

330. The excess of 9.3 under *Sea Transport Charges* requires sanction. A report that the grant was likely to be exceeded was made to Government.

The figures under *Miscellaneous Services* may be sub-divided as follows:—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
62.2	Special charges . . . . .	43.4	36.0	32.2
78.9	Other Items . . . . .	94.4	81.7	76.3
141.1		137.8	117.7	108.5



Section L.—ARMY SERVICES EXPENDITURE—*concluded.*Other Effective Charges—*continued.*

331. Under *Special charges* the expenditure for a part of the year on account of the Occupation of Chitral and its communications was compiled under Malakand Field Force. There was also a saving under Chitral Relief Force, owing to smaller arrear charges (3,7), and an excess under Kengtung Garrison (7,4), due to *atta* instead of rice having been supplied for the use of Native troops. Under *Other Items* the saving was due chiefly to an over-estimate for contingencies (6,1), to the non-utilization of the grant for camps-of-exercise (8,1), owing to the withdrawal of troops for operations on the North-West Frontier, and to less extra staff and command allowances (2,2).

## Military Operations on the North-West Frontier.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts
	Military Operations on North-West Frontier—			
...	Malakand Field Force and North-West Frontier			
	Disturbances . . . . .	...	3,452,0	3,468,1
...	Tochi Field Force . . . . .	...	400,0	369,1
...	Mekran . . . . .	...	12,0	10,8
...		...	3,864,0	3,848,0

332. As stated in paragraph 290, 3,701,8 of this excess has been sanctioned, and the balance 146,2 still requires to be sanctioned.

## Non-effective Charges.

333. Under *Rewards for Military Services* the increase (1,8) was wholly in the Native Army, and was due chiefly to the grant of concessions to troops in commemoration of the Diamond Jubilee, and to new awards of the Order of Merit for service on the North-West Frontier. Under *Military Pensions to Europeans* the decrease (13,3) was due chiefly to less capitalised payments (9,8) to British officers than anticipated. Under *Military Pensions to Natives* there were increased payments of compensation for dearness of provision to Madras pensioners owing to scarcity (12,5). Under *Widows' Pensions and Compassionate Allowances* the increase was due mainly to the operations in the North-West Frontier, partly counterbalanced by savings under widows' pensions caused by casualties. The excesses under *Rewards for Military Services* (1,8), *Military Pensions to Natives* (14,1), and *Widows' Pensions and Compassionate Allowances* (9), and under *Superannuation Pensions and Gratuities* (3), require to be sanctioned.

## Expenditure in England.

334. The saving in the Home effective charges (92,2) occurred mainly under *Stores for India* (42,1). There was under this head a decrease of 72,8 in Ordnance Stores and an increase of 25,1 for stores in connection with the Malakand and Tochi Field Force. The saving (22,8) under *Indian Troop Service* was mainly owing to the engagement of smaller transports. There was also a large decrease under *Furlough Allowances* (34,2). The fluctuations in non-effective charges were unimportant.

## Section LL.—SPECIAL DEFENCE WORKS—EXPENDITURE.

## 47.—Special Defence Works.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
94,6	EXPENDITURE . . . . .	19,4	35,4	23,7
335. The distribution of expenditure is noted below :—				
1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
21,7	India . . . . .	...	2,0	—4,0
43,9	England . . . . .	11,7	21,4	17,7
29,0	Exchange . . . . .	7,7	12,0	10,0
94,6	TOTAL . . . . .	19,4	35,4	23,7

336. This major head was kept open during 1897-98 for the record of expenditure in connection with armaments only; the accounts of works and suspense transactions pertaining thereto were closed on the 31st March 1897; this circumstance, coupled with the fact that the Secretary of State's payments for armaments are approaching completion, accounts for the large decrease in expenditure during 1897-98. The excess was sanctioned by the Government of India.

337. The Secretary of State continued to debit under the head "Special Defences" payments in England on account of works the accounts of which had been transferred to "44.—Military Works," with effect from the 1st April 1897; these payments were, therefore, adjusted by credit to expenditure in England under "Special Defences" and debit to "Military Works" through the Indian accounts. A sum of about 4,3 was so adjusted, which accounts for the greater portion of the lapse of 6,0 from the Revised Estimate of expenditure in India. The balance of the lapse was mainly due to over-estimates of the expenditure likely to be incurred in Ordnance Factories in connection with the equipment of the North-West Frontier Defences, and of charges for freight payable in India. The Budget Estimate did not provide for any such charges. The increase in the expenditure in England, as compared with the Budget Estimate, was due to the Secretary of State having paid some arrear claims.



## Section M.—PROVINCIAL ADJUSTMENT.

1896-97. Accounts.		1897-98. Budget.	1897-98. Revised.	Accounts.
—1,023,6	TOTAL SURPLUS AND DEFICIT .	—1,190,0	—705,7	—457,7
DETAILS.				

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.W. Provinces and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
<i>Provincial.</i>											
Revenue	Accounts . 1896-97	...	779,8	2,132,0	652,5	4,672,0	3,313,1	1,789,3	3,200,6	4,031,3	20,570,6
	Budget .	...	865,9	2,865,9	670,0	4,548,3	3,502,8	1,815,9	3,137,7	4,158,0	21,564,5
	Revised .	...	896,6	3,085,1	721,7	4,610,7	3,533,3	1,904,4	3,149,2	4,248,8	22,149,8
	Accounts . 1897-98	...	898,5	3,138,3	716,2	4,650,8	3,529,7	1,884,4	3,161,8	4,269,5	22,255,2
Expenditure	Accounts . 1896-97	...	817,2	2,131,2	678,0	4,858,5	3,477,8	1,853,4	3,401,2	4,252,4	21,469,7
	Budget .	...	865,9	3,019,3	683,4	4,859,0	3,502,8	1,839,0	3,266,2	4,208,5	21,741,7
	Revised .	...	896,6	2,979,1	758,8	4,952,2	3,533,3	1,888,2	3,278,7	4,428,5	22,715,4
	Accounts . 1897-98	...	898,5	2,998,9	701,7	4,960,1	3,529,7	1,886,7	3,319,5	4,399,2	22,724,3
Surplus or Deficit.	Accounts . 1896-97	...	—37,4	+8	—25,5	—186,5	—164,7	—64,1	—200,6	—221,1	—899,1
	Budget .	...	...	—153,4	—13,4	—310,7	...	—23,7	—158,5	—50,5	—710,2
	Revised .	...	...	+106,0	—37,1	—341,5	...	+16,2	—129,5	—179,7	—565,6
	Accounts . 1897-98	...	...	+169,4	—45,5	—303,3	...	—2,3	—157,7	—129,7	—469,1
Closing Balance.	Accounts . 1896-97	...	...	312,2	94,3	395,5	...	52,3	229,4	179,7	1,263,4
	Accounts . 1897-98	...	...	481,6	48,8	92,2	...	50,9	71,7	50,9	794,3
<i>Local.</i>											
Revenue	Accounts . 1896-97	13,7	126,6	173,5	114,7	803,6	1,937,9	364,8	1,208,0	528,9	4,371,7
	Budget .	13,9	139,1	168,5	117,4	730,2	1,119,1	361,7	1,198,1	536,1	4,384,1
	Revised .	13,8	116,6	178,3	110,5	750,9	1,083,5	390,5	1,185,7	502,6	4,338,4
	Accounts . 1897-98	13,5	117,4	181,0	123,2	780,3	1,088,5	392,9	1,219,0	502,7	4,419,0
Expenditure	Accounts . 1896-97	15,7	137,1	176,0	117,0	758,6	1,073,0	411,3	1,236,3	571,2	4,496,2
	Budget .	15,5	145,2	200,0	127,0	874,2	1,109,9	423,9	1,319,3	648,9	4,861,9
	Revised .	14,8	130,1	167,5	125,7	751,2	1,097,6	404,4	1,276,3	540,9	4,478,5
	Accounts . 1897-98	14,9	128,3	172,9	117,3	750,7	1,002,8	392,7	1,231,7	530,3	4,407,6
Surplus or Deficit.	Accounts . 1896-97	—2,0	—10,5	—2,5	—2,3	+45,0	—35,1	—46,5	—28,3	—42,3	—124,5
	Budget .	—1,6	—6,1	—31,5	—9,6	—144,0	+9,2	—62,2	—121,2	—112,8	—479,8
	Revised .	—1,0	—13,5	+10,8	—9,2	—3	+15,9	—13,9	—90,6	—38,3	—140,1
	Accounts . 1897-98	—1,4	—10,9	+8,1	+5,9	+24,1	+25,7	+2	—12,7	—27,6	+11,4
Closing Balance.	Accounts . 1896-97	12,8	46,7	101,5	34,0	174,2	60,6	148,6	386,6	343,7	1,308,7
	Accounts . 1897-98	11,4	35,8	109,6	39,9	198,3	86,3	148,8	373,9	316,1	1,320,1
<i>Total.</i>											
Revenue	Accounts . 1896-97	13,7	906,4	2,305,5	767,2	5,475,6	4,351,0	2,154,1	4,408,6	4,560,2	24,942,3
	Budget .	13,9	1,005,0	3,034,4	787,4	5,278,5	4,621,9	2,177,6	4,335,8	4,694,1	25,948,6
	Revised .	13,8	1,013,2	3,263,4	838,2	5,391,6	4,610,8	2,294,9	4,334,9	4,751,4	26,488,2
	Accounts . 1897-98	13,5	1,015,9	3,319,3	839,4	5,437,6	4,618,2	2,277,3	4,380,8	4,772,2	26,674,2
Expenditure	Accounts . 1896-97	15,7	954,3	2,307,2	795,0	5,617,1	4,550,8	2,264,7	4,637,5	4,823,6	25,965,9
	Budget .	15,5	1,011,1	3,219,3	810,4	5,733,2	4,612,7	2,263,5	4,615,5	4,857,4	27,138,6
	Revised .	14,8	1,026,7	3,146,6	884,5	5,703,4	4,600,9	2,292,6	4,555,0	4,909,4	27,193,9
	Accounts . 1897-98	14,9	1,026,8	3,141,8	879,0	5,710,8	4,592,5	2,279,4	4,551,2	4,929,5	27,134,9
Surplus or Deficit.	Accounts . 1896-97	—2,0	—47,9	—1,7	—27,8	—141,5	—199,8	—110,6	—228,9	—263,4	—1,023,6
	Budget .	—1,6	—6,1	—184,9	—23,0	—454,7	+9,2	—85,9	—279,7	—163,3	—1,190,0
	Revised .	—1,0	—13,5	+116,8	—46,3	—341,8	+15,9	+2,3	—220,1	—218,0	—705,7
	Accounts . 1897-98	—1,4	—10,9	+177,5	—39,6	—279,2	+25,7	—2,1	—170,4	—157,3	—457,7
Closing Balance.	Accounts . 1896-97	12,8	46,7	413,7	128,3	569,7	60,6	200,9	616,0	523,4	2,572,1
	Accounts . 1897-98	11,4	35,8	591,2	88,7	290,5	86,3	198,8	445,6	366,1	2,114,4

338. The figures shown under this head represent the surplus or deficit of each Provincial Government in respect of the revenues and charges assigned to it, including Incorporated Local Funds. The differences between the Estimates and Accounts under the various Revenue and Expenditure heads have been explained in detail in the foregoing pages, and the share of these pertaining to the Provincial and Local sections of the accounts for the several groups is given below separately for each province. The Budget provided for an expenditure from Provincial balances of 71 lakhs and from Local balances of 48 lakhs; but the accounts show the net Provincial expenditures less by 24 lakhs and the net Local revenue more by 49 lakhs. The actual decrease in the Provincial balance in the course of the year therefore amounted to 47 lakhs, and the Local revenue was increased by 1 lakh, consequently the Provincial and Local balances being taken together, the actual decrease was 46

Section M.—PROVINCIAL ADJUSTMENT—*continued.*

lakhs. These figures do not, however, give a true idea of the actual transactions of the year, for, in order to produce even this result, Imperial Revenues had to bear about eight-ninths of the charge for direct Famine Relief (5,325,6) for which Provincial and Local Revenues are in the first instance responsible, and had also to make special grants amounting to 183,7, to the Central Provinces (81,0) and to the North-Western Provinces (102,7). The Imperial Government also made a special assignment of 80,0 to Assam for expenditure due to the Earthquake, and a special contribution of 121,8 to Bombay in aid of Plague expenditure. It will be seen that even with these grants the Central Provinces and the North-Western Provinces closed the year without any Provincial balances, and that the other Local Governments, except Burma, with the consent of the Imperial Government, were compelled to close their Provincial account with balances much below the prescribed minima.

339. As compared with the Budget Estimate, the improvement was contributed to by all the Provinces except Central Provinces and Assam. In the Central Provinces the Provincial account of the year was closed without any balance, as was explained above. In the Local Section there was a falling off under all the Receipt heads, counterbalanced by savings in expenditure chiefly under Civil Departments and Buildings and Roads. In Assam the special assignment of 8 lakhs mentioned above mainly explains the increase in Revenue. The increase in expenditure occurred chiefly under Buildings and Roads (94,1), and was due to charges in connection with the Earthquake; this excess was partly counterbalanced by savings under direct demands on the Revenue (11,6) and under Civil Departments (12,0). In Burma, where the largest increase appears, the improvement occurred under all the heads, both in the Receipts and the Expenditure. In Bengal the increase of 108,5 in the Provincial Revenue under all the heads was counterbalanced by increased expenditure of 101,1, chiefly under Civil Departments (93,1) and Famine Relief (52,1). In the Local Section the improvement occurred under almost all the heads. In Punjab and Madras the improvement occurred chiefly under Principal heads of Revenue, and Buildings and Roads. These improvements were partly counterbalanced by Famine Relief charges, which were subsequently transferred to Provincial. In Bombay the improvement occurred in the Local Section partly counterbalanced by increased expenditure in the Provincial section due to the Plague.

340. As compared with the actuals of the previous year, the improvement was mainly due to increased collections of Revenue owing to the better agricultural prospects in the latter part of the year.

## Central Provinces.

REVENUE.				EXPENDITURE.			
1896-97. Accounts.	Budget.	1897-98. Revised.	Accounts.	1896-97. Accounts.	Budget.	1897-98. Revised.	Accounts.
PROVINCIAL—							
710,8	775,4	822,5	830,2	Revenue	176,5	181,7	198,2
8,6	10,7	9,9	8,2	Interest	9,5	10,7	11,2
1,5	1,4	1,6	1,2	Post Office, Telegraph and Mint	7,2	7,3	8,0
43,8	61,9	43,7	39,6	Civil Departments	428,9	450,2	461,4
10,6	11,0	13,1	13,7	Miscellaneous	53,7	53,1	52,8
4,5	5,5	5,8	5,6	Buildings and Roads	128,0	150,3	150,6
...	...	...	...	Transfers to Local	13,4	12,6	14,4
779,8	865,9	896,6	898,5	TOTAL	817,2	865,9	898,5
LOCAL—							
85,1	95,5	73,3	75,3	Revenue	50,5	54,2	53,4
118,4	21,2	20,8	20,7	Civil Department	46,4	55,7	49,9
2,0	2,7	2,1	1,6	Miscellaneous	1,6	1,7	1,6
...	...	...	...	Famine Relief and Insurance	8,0	2,1	1,0
7,7	7,1	6,0	5,8	Buildings and Roads	30,6	31,5	24,2
13,4	12,6	14,4	14,0	Transfers from Provincial	...	...	...
126,6	139,1	116,6	117,4	TOTAL	137,1	145,2	130,1
906,4	1,005,0	1,013,2	1,015,9	GRAND TOTAL	954,3	1,011,1	1,028,6
SURPLUS +, DEFICIT —					-47,9	-6,1	-13,5



## Section M.—PROVINCIAL ADJUSTMENT—continued.

## Burma.

REVENUE.				EXPENDITURE.			
1896-97.	Budget.	1897-98.	Accounts.	1896-97.	Budget.	1897-98.	Accounts.
Accounts.		Revised.		Accounts.		Revised.	
PROVINCIAL—							
1,278,8	2,679,2	2,877,1	2,910,8	Revenue	346,0	627,0	633,2
1,9	3,5	4,1	4,1	Interest	1,2	2,7	2,4
...	...	...	...	Post Office, Telegraph and			
				Mint	6,3	5,8	6,6
101,2	142,8	154,1	170,9	Civil Departments	763,2	1,558,8	1,533,7
10,2	9,7	19,0	18,7	Miscellaneous	92,3	107,8	105,2
...	...	...	...	Famine Relief	...	65,1	62,6
718,1	...	...	...	Railways	596,9	...	5
12,0	14,5	14,5	14,7	Irrigation	62,4	129,8	133,6
9,8	16,2	16,3	19,1	Buildings and Roads	278,7	545,2	524,5
...	...	...	...	Transfers to Local	—15,8	—22,9	—23,2
2,132,0	2,865,9	3,085,1	3,138,3	TOTAL	2,131,2	3,019,3	2,979,1
LOCAL—							
115,4	119,0	122,6	125,5	Revenue	5,2	5,7	5,4
...	...	...	...	Post Office, Telegraph and			
				Mint	9,8	...	10,1
8,8	8,5	9,6	10,7	Civil Departments	39,5	44,1	39,0
43,4	42,0	46,8	43,5	Miscellaneous	11,6	12,8	11,4
...	...	...	...	Famine Relief	5	1,5	1
6,5	7,5	5,4	5,5	Irrigation	5,6	7,8	6,2
15,2	14,4	17,1	17,1	Buildings and Roads	103,8	117,7	95,3
—15,8	—22,9	—23,2	—21,3	Transfers from Provincial	...	...	...
173,5	168,5	178,3	181,0	TOTAL	176,0	200,0	167,5
2,305,5	3,034,4	3,263,4	3,319,3	GRAND TOTAL	2,307,2	3,219,3	3,146,6
SURPLUS +, DEFICIT —					—1,7	—184,9	+116,8

## Assam.

REVENUE.				EXPENDITURE.			
1896-97.	Budget.	1897-98.	Accounts.	1896-97.	Budget.	1897-98.	Accounts.
Accounts.		Revised.		Accounts.		Revised.	
PROVINCIAL—							
596,3	604,7	666,6	664,4	Revenue	118,0	131,4	122,8
1	1	1	1	Interest	...	1	1
...	...	...	...	Post Office, Telegraph and			
				Mint	2	2	2
32,8	34,7	30,4	29,0	Civil Departments	317,0	326,0	318,8
2,9	10,0	6,4	2,6	Miscellaneous	26,1	27,2	26,2
...	...	...	...	Construction of Railways			
				(charged against Revenue			
				in addition to that under			
				Famine Insurance)	5,8	3,1	1,1
11,9	12,6	10,8	11,3	Railways	19,9	19,6	24,6
8,5	7,9	7,4	8,8	Buildings and Roads	168,9	153,3	239,7
...	...	...	...	Transfers to Local	22,1	22,5	25,3
652,5	670,0	721,7	716,2	TOTAL	678,0	683,4	758,8
LOCAL—							
64,0	66,0	63,9	64,6	Revenue	3	3	4
...	...	...	...	Post Office, Telegraph and Mint	4,4	4,6	4,6
16,1	15,5	17,7	18,6	Civil Departments	35,7	38,4	38,2
1,4	1,5	1,3	1,5	Miscellaneous	2,0	2,4	2,2
11,1	11,9	9,2	9,9	Buildings and Roads	74,6	81,3	80,3
22,1	22,5	25,3	28,6	Transfers from Provincial	...	...	...
114,7	117,4	116,5	123,2	TOTAL	117,0	127,0	125,7
767,2	787,4	838,2	839,4	GRAND TOTAL	795,0	810,4	879,0
SURPLUS +, DEFICIT —					—27,8	—23,0	—46,3

Section M.—PROVINCIAL ADJUSTMENT—*continued.*

## Bengal.

REVENUE.				EXPENDITURE.				
1896-97. Accounts.	Budget.	1897-98. Revised.	Accounts.	1896-97. Accounts.	Budget.	1897-98. Revised.	Accounts.	
PROVINCIAL—								
3,378.9	3,724.1	3,757.8	3,765.2	Revenue . . .	650.0	759.5	725.8	726.1
23.2	30.9	29.6	31.2	Interest . . .	21.5	21.5	22.5	22.7
...	...	...	...	Post Office, Telegraph and Mint . . .	5	1.0	5	5
388.6	393.3	416.1	418.2	Civil Departments . . .	2,554.0	2,507.5	2,575.6	2,600.6
109.6	112.9	85.8	97.9	Miscellaneous . . .	325.9	342.3	343.0	349.3
...	...	...	...	Famine Relief . . .	215.5	221.8	307.8	273.9
448.3	...	...	...	Railways . . .	...	...	...	...
271.7	242.6	279.1	298.1	Irrigation . . .	552.9	544.3	556.9	552.4
51.7	44.5	42.3	46.2	Buildings and Roads . . .	382.9	338.6	310.1	321.9
...	...	...	...	Transfers to Local . . .	155.3	122.5	110.0	112.7
4,672.0	4,548.3	4,610.7	4,656.8	TOTAL . . .	4,858.5	4,859.0	4,952.2	4,960.1
LOCAL—								
466.6	440.0	466.0	481.7	Revenue . . .	35.3	31.3	36.2	36.3
4.8	4.2	4.2	4.8	Interest . . .	2.3	2.5	2.7	3.0
2.1	1.6	2.3	2.4	Post Office, Telegraph and Mint . . .	35.9	35.5	39.5	39.8
94.9	88.7	91.8	94.9	Civil Departments . . .	211.1	210.6	217.3	219.4
23.0	19.7	22.8	28.3	Miscellaneous . . .	13.9	14.9	10.9	11.4
...	...	...	...	Famine Relief and Insurance . . .	28.7	81.7	35.6	35.8
1.6	1.5	1.8	1.4	Irrigation . . .	5	5	...	1
55.3	52.0	52.0	54.6	Buildings and Roads . . .	430.9	497.2	409.0	410.9
155.3	122.5	110.0	112.7	Transfers from Provin- cial . . .	...	...	...	...
803.6	730.2	750.9	780.8	TOTAL . . .	758.6	874.2	751.2	756.7
5,475.6	5,278.5	5,361.6	5,437.6	GRAND TOTAL . . .	5,617.1	5,733.2	5,703.4	5,716.8
SURPLUS +, DEFICIT — . . .					-141.5	-454.7	-341.8	-279.2

## North-Western Provinces and Oudh.

REVENUE.				EXPENDITURE.				
1896-97. Accounts.	Budget.	1897-98. Revised.	Accounts.		1896-97. Accounts.	Budget.	1897-98. Revised.	Accounts.
PROVINCIAL—								
2,242.7	2,442.4	2,312.8	2,310.4	Revenue . . .	544.5	533.3	544.6	542.2
35.7	40.9	45.4	46.5	Interest . . .	45.3	46.8	44.0	43.4
156.7	172.0	148.7	146.8	Civil Departments . . .	1,488.0	1,511.3	1,554.7	1,557.7
43.7	41.7	34.1	37.0	Miscellaneous . . .	283.4	288.8	289.3	288.9
...	...	...	...	Famine Relief and Insur- ance . . .	...	...	...	...
772.1	737.8	922.5	920.5	Irrigation . . .	571.6	580.7	586.0	589.6
62.2	68.0	69.8	68.5	Buildings and Roads . . .	286.6	308.8	309.4	295.0
...	...	...	...	Transfers to Local . . .	258.4	233.1	205.3	212.9
<u>3,313.1</u>	<u>3,502.8</u>	<u>3,533.3</u>	<u>3,529.7</u>	TOTAL . . .	<u>3,477.8</u>	<u>3,502.8</u>	<u>3,533.3</u>	<u>3,529.7</u>
LOCAL—								
720.0	821.6	817.4	4.7	Revenue . . .	353.3	369.9	360.8	360.6
1.7	1.9	1.9	1.8	Interest . . .	...	...	...	...
...	...	...	...	Post Office, Telegraph and Mint . . .	19.4	19.1	19.8	19.6
37.4	40.5	38.6	38.9	Civil Departments . . .	478.8	487.5	480.3	476.3
13.4	13.6	10.3	10.6	Miscellaneous . . .	4.9	4.8	3.2	3.1
7.0	8.4	10.0	9.6	Buildings and Roads . . .	216.6	228.6	203.5	203.2
258.4	233.1	205.3	12.9	Transfers from Provincial . . .	...	...	...	...
<u>1,037.9</u>	<u>1,119.1</u>	<u>1,083.5</u>	<u>1,088.5</u>	TOTAL . . .	<u>1,073.0</u>	<u>1,109.9</u>	<u>1,067.6</u>	<u>1,062.8</u>
<u>4,351.0</u>	<u>4,621.9</u>	<u>4,616.8</u>	<u>4,618.2</u>	GRAND TOTAL . . .	<u>4,550.8</u>	<u>4,612.7</u>	<u>4,600.9</u>	<u>4,592.5</u>
SURPLUS +, DEFICIT—					-199.8	+9.2	+15.9	+25.7



## Section M.—PROVINCIAL ADJUSTMENT—continued.

## Punjab.

REVENUE.				EXPENDITURE.			
1896-97. Accounts.	Budget.	1897-98. Revised.	Accounts.	1896-97. Accounts.	Budget.	1897-98. Revised.	Accounts.
PROVINCIAL—							
1,547,6	1,568,7	1,647,1	1,635,2	Revenue . . . . .	331,6	340,4	336,0
23,7	26,6	25,6	25,7	Interest . . . . .	21,5	20,6	20,7
8	8	8	8	Post Office, Telegraph and Mint . . . . .	16,7	16,9	16,2
137,5	138,7	148,3	137,2	Civil Departments . . . . .	1,105,4	1,101,7	1,097,1
21,9	24,6	16,9	21,2	Miscellaneous . . . . .	151,9	157,8	160,6
...	...	...	...	Famine Relief . . . . .	31,0	...	100,5
13,2	15,3	18,5	16,1	Irrigation . . . . .	7,1	11,3	7,2
44,6	41,2	47,2	48,2	Buildings and Roads . . . . .	247,1	257,1	219,0
...	...	...	...	Transfers to Local . . . . .	—58,9	—66,2	—69,1
1,789,3	1,815,9	1,904,4	1,884,4	TOTAL	1,853,4	1,839,6	1,888,2
LOCAL—							
355,6	355,9	384,8	385,7	Revenue . . . . .	133,9	132,6	134,3
1	1	1	1	Interest . . . . .	4	5	4
5,4	5,1	5,4	5,5	Post Office, Telegraph and Mint . . . . .	5,7	5,6	6,0
27,3	29,7	28,9	30,7	Civil Departments . . . . .	135,0	139,4	137,3
7,4	7,0	9,8	7,9	Miscellaneous . . . . .	9,2	10,2	10,8
...	...	...	...	Famine Relief . . . . .	30,8	41,8	25,1
1,1	3,4	2,9	4,5	Irrigation . . . . .	5,0	7	5
26,8	26,7	27,7	29,9	Buildings and Roads . . . . .	91,3	93,1	90,0
—58,9	—66,2	—69,1	—71,4	Transfers from Provincial . . . . .	...	...	...
364,8	361,7	390,5	392,9	TOTAL	411,3	423,9	404,4
2,154,1	2,177,6	2,294,9	2,277,3	GRAND TOTAL	2,264,7	2,263,5	2,292,6
SURPLUS +, DEFICIT —					—110,6	—85,9	+2,3

## Madras.

REVENUE.				EXPENDITURE.			
1896-97. Accounts.	Budget.	1897-98. Revised.	Accounts.	1896-97. Accounts.	Budget.	1897-98. Revised.	Accounts.
PROVINCIAL—							
2,870,4	2,799,9	2,819,2	2,821,6	Revenue . . . . .	782,8	776,6	790,2
15,9	18,0	19,7	17,3	Interest . . . . .	17,0	15,3	18,7
...	...	...	...	Post Office, Telegraph and Mint . . . . .	10,1	10,7	10,7
216,9	219,1	213,5	222,8	Civil Departments . . . . .	1,492,7	1,498,2	1,487,4
33,5	38,4	34,4	36,8	Miscellaneous . . . . .	264,4	274,0	269,8
...	...	...	...	Famine Relief . . . . .	47,1	131,1	166,2
...	...	...	...	Construction of Railways . . . . .	1,9	3,4	2,8
25,7	27,0	25,0	25,8	Railways . . . . .	15,2	17,0	15,0
18,6	17,7	18,0	18,3	Irrigation . . . . .	423,9	334,5	319,3
19,6	17,6	19,4	19,2	Buildings and Roads . . . . .	322,1	235,0	199,7
...	...	...	...	Transfers to Local . . . . .	24,0	4	—1,1
3,200,6	3,137,7	3,149,2	3,161,8	TOTAL	3,401,2	3,296,2	3,278,7
LOCAL—							
980,9	999,5	992,5	1,018,6	Revenue . . . . .	459,8	466,2	459,8
4,4	4,2	4,6	5,0	Interest . . . . .	4	5	4
28,0	25,8	26,7	30,9	Civil Departments . . . . .	291,3	297,4	293,2
62,7	63,2	60,8	62,5	Miscellaneous . . . . .	34,3	34,9	33,4
...	...	...	...	Famine Relief . . . . .	9,2	50,0	50,0
...	...	...	...	Irrigation . . . . .	1,1	9	8
108,0	105,0	102,2	102,2	Buildings and Roads . . . . .	440,2	469,4	438,7
24,0	4	—1,1	—2	Transfers from Provincial . . . . .	...	...	...
1,208,0	1,198,1	1,185,7	1,219,0	TOTAL	1,236,3	1,319,3	1,276,3
4,408,6	4,335,8	4,334,9	4,380,8	GRAND TOTAL	4,637,5	4,615,5	4,555,0
SURPLUS +, DEFICIT —					—228,9	—279,7	—220,1

## Section M.—PROVINCIAL ADJUSTMENT—concluded.

## Bombay.

REVENUE.				EXPENDITURE.			
1896-97. Accounts.	Budget.	1897-98. Revised.	Accounts.	1896-97. Accounts.	Budget.	1897-98. Revised.	Accounts.
PROVINCIAL—							
3,704,7	3,829,4	3,932,9	3,950,5	Revenue . . .	1,806,1	1,822,9	1,836,1
29,9	33,8	36,6	36,2	Interest . . .	31,4	31,8	37,1
...	...	...	...	Post Office, Telegraph and Mint . . .	10,1	10,9	11,0
158,5	157,4	150,3	152,4	Civil Departments . .	1,683,6	1,677,3	1,918,3
38,6	37,0	38,6	43,2	Miscellaneous . . .	285,6	292,0	288,6
...	...	...	...	Famine Relief . . .	24,0	...	...
...	...	...	...	Construction of Railways	5,1	8	8
18,3	18,0	18,0	21,2	Railways . . .	12,7	12,8	13,2
2,3	2,4	3,0	3,2	Irrigation . . .	5,0	1,1	1,1
79,0	80,0	69,4	62,8	Buildings and Roads .	317,5	302,7	266,0
...	...	...	...	Transfers to Local . .	71,3	56,2	56,3
4,031,3	4,158,0	4,248,8	4,269,5	TOTAL . . .	4,252,4	4,208,5	4,428,5
LOCAL—							
315,5	341,8	332,8	337,8	Revenue . . .	46,8	48,3	46,4
8	8	8	9	Interest . . .	8	8	6
77,8	70,3	61,3	58,6	Civil Departments . .	220,6	231,5	236,9
1,6	1,7	1,2	1,1	Miscellaneous . . .	10,5	7,0	5,9
...	...	...	...	Famine Relief . . .	1,5	100,0	1,5
61,9	65,3	50,2	49,3	Buildings and Roads .	291,0	261,3	249,4
71,3	56,2	56,3	55,0	Transfers from Pro- vincial . . .	...	...	...
528,9	536,1	502,6	50,27	TOTAL . . .	71,2	648,9	540,9
4,560,2	4,694,1	4,751,4	4,772,2	GRAND TOTAL . . .	4,823,6	4,857,4	4,969,4
SURPLUS + , DEFICIT —				...	...	...	...
				...	...	...	...



## Section N.—EXPENDITURE NOT CHARGED TO REVENUE.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
4,984,4	EXPENDITURE . . . . .	6,588,6	4,604,6	4,328,5

341. The following table compares the whole of the Capital Expenditure with the Estimates of the year and the actuals of the previous year:—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
46,9	35.—Construction of Protective Irrigation Works . . . . .	25,0	22,4	37,5
4,244,0	48.—State Railways . . . . .	5,838,6	3,903,4	3,632,0
740,4	49.—Irrigation Works . . . . .	750,0	692,8	692,4
...	50.—Miscellaneous Public Improvements . . . . .	...	8,4	4,1
5,031,3		6,613,6	4,627,0	4,366,0

342. Owing to the disturbance of working arrangements caused by the restriction of expenditure on the construction of railways rendered necessary by the depletion of cash balances, and owing to strikes in England having materially affected the expenditure on stores in that country, as well as to the fact that the Assam-Bengal Railway Company raised debentures not contemplated when the Budget Estimate was framed, the provision was reduced in the Revised Estimate, but it was not found possible to work up even to the reduced figure of the Revised Estimate for State Railways on which there was a lapse of 271,4, part of which (175,7) was caused by the credit under Burma Railways for the value of stores balances transferred to the Company.

## 48.—State Railways.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
PRINCIPAL LINES UNDER CONSTRUCTION—				
41,0	Assam-Bengal, Part I . . . . .	50,0	61,5	21,6
1,100,6	Assam-Bengal, Part II . . . . .	1,080,7	649,7	662,7
254,2	Rae Bareilly-Benares . . . . .	432,5	442,5	443,7
...	Agra-Delhi Chord . . . . .	...	...	3,0
350,4	Kotri-Rohri . . . . .	211,0	118,5	107,2
89,8	Indus Bridge . . . . .	...	91,4	70,7
379,2	Mari-Attock . . . . .	300,0	264,9	245,4
305,8	East Coast* . . . . .	250,0	208,7	196,4
797,5	Bezwada-Madras (Ennore-Bezwada Section) . . . . .	800,0	696,6	696,9
6,0	Lyallpur Khanewal . . . . .	80,0	130,0	124,7
154,2	Hajipur-Katihar Extensions . . . . .	600,0	500,0	416,9
...	Shadipalli-Balotra . . . . .	...	2,5	8
3,478,7	TOTAL . . . . .	3,804,2	3,166,3	3,020,0
PRINCIPAL OPEN LINES—				
—786,3	East Indian . . . . .	387,9	219,3	308,7
—7,4	Rajputana-Malwa System . . . . .	65,0	15,0	12,7
180,3	Burma . . . . .	...	...	—175,7
427,0	Eastern Bengal . . . . .	402,5	393,3	472,5
11,7	Tirhoot . . . . .	110,0	35,0	25,6
†64,0	Oudh and Rohilkhand . . . . .	78,5	43,7	55,1
727,9	North-Western . . . . .	270,0	50,9	29,4
15,0	South Indian . . . . .	50,0	—27,0	—30,1
632,2	TOTAL . . . . .	1,363,9	730,2	698,2
15,4	Other Railways . . . . .	22,8	5,3	1,1
117,7	Stores and Reserve . . . . .	647,7	1,6	—87,3
4,244,0	GRAND TOTAL . . . . .	5,838,6	3,903,4	3,632,0

\* Includes the Bezwada Extension Railway and Godavari bridge.

† Includes 23,2 on account of Cawnpore-Lucknow-Gogra Railway.

Section N.—EXPENDITURE NOT CHARGED TO REVENUE—*continued.*48.—State Railways—*continued.*

1896-97. Accounts.	1897-98.		
	Budget.	Revised.	Accounts.
DISTRIBUTED AS BELOW:—			
2,339.3 India . . . . .	4,049.1	2,612.2	2,367.4
1,146.8 England . . . . .	1,078.0	827.7	809.0
757.9 Exchange . . . . .	711.5	463.5	455.6
4,244.0	5,838.6	3,903.4	3,632.0
TOTAL . . . . .			

343. On account of heavy expenditure on actual Famine Relief the whole of the Capital Expenditure for construction of State Railways was charged under 48—State Railways, and no portion was transferred to Famine Insurance Grant.

344. As regards *Lines under Construction*, the lapse on the Assam-Bengal Railway, Part I, was due to the estimates by land acquisition officers having been in excess of actual requirements. The expenditure on the Assam-Bengal Railway, Part II, in excess of the Company's paid-up capital during 1897-98 was less than anticipated for the reasons explained in paragraph 342. The excess on the Rae Bareilly-Benares Railway was due to additional works having been found necessary. The lapse on the Kotri-Rohri Railway and Indus bridge and the East Coast Railway was due to English stores and girders not having arrived in time owing to the engineers' strike in England. The lapse on the Mari-Attock Railway and the Bezwada-Madras Railway was due to the restriction of expenditure ordered by the Government of India during the middle of the year, and on the latter partly to the failure of contractors to supply sleepers, thus retarding construction considerably. The excess on the Lyallpur-Khanewal Railway was due to work having been pushed on vigorously. The lapse on the Hajipur-Katihar Extensions was due to the general restriction of expenditure, to the question of the alignment from Kosi to Katihar not having been settled, and to bridge and permanent-way materials not having been issued to works to the extent anticipated. During the year a small sum was sanctioned to admit of brick burning on the Shadipalli-Balotra Railway, and a sum of 3,0 was spent on the Agra-Delhi Chord, but the construction of no other new Railway projects was commenced during the course of the year.

345. As regards *Open Lines*, the amount spent by the East Indian Railway in excess of the sum raised by the issue of debentures, was 308,7. There was a lapse on the Rajputana-Malwa Railway due to short expenditure on the proposed new works at Cawnpore, and to the transfer of outlay on works at Ujjain to the Nagda-Ujjain and Ujjain-Bhopal Railways, and to the sale of Locomotive and Carriage and Wagon stock to the Mombassa-Uganda and Hyderabad-Godavery Valley Railways. The credit under Burma Railways represents the value of stores transferred to the Company on its formation in September 1896. The excess on the Eastern Bengal Railway was due to increased work in connection with doubling the line between Ranaghat and Poradaha, to works at Pachooria, Lalgola, Chitpur and Naihati, and to an increase in the English cost of additional rolling-stock. The lapse on the Tirhoot Railway was due to the cost of certain works being over-estimated, to the Barowni junction not having been taken in hand, and to the materials for the erection of Engines not having been received from England. The lapse on the Oudh and Rohilkhand Railway and on the North-Western Railway was due to the general restriction of expenditure, and on the latter to the transfer of sleepers and permanent-way material to the Lyallpur-Khanewal Railway. The lapse on the South Indian Railway was due to the postponement of several large works and to the non-arrival of English stores from England. On *Other Railways* the principal lapses occurred on the Dhond and Manmad and Wardha Coal Railways and the Warora Colliery. The lapse on the Dhond and Manmad Railway was due to the additions to bridges from Ahmednagar to Kopergaon not having been put in hand, and to outlay on fencing having been deferred pending completion of connection with the Hyderabad-Godavery Railway at Manmad. The lapse on the Wardha Coal Railway was due to the provision for strengthening bridges and for the construction of staff quarters not having been utilized for want of sanction to the works. The lapse on the Warora Colliery was due to the transfer of a drilling machine and a hauling engine to the Umaria Colliery.



## Section N.—EXPENDITURE NOT CHARGED TO REVENUE—concluded.

## 49.—Irrigation Works.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
20.6	Ganges Canal . . . . .	9.9	10.1	8.5
25.5	Lower Ganges Canal . . . . .	17.5	16.4	13.2
6.2	Agra Canal . . . . .	2.5	1.2	—3
6.9	Eastern Jumna Canal . . . . .	3.6	4.8	3.4
44.3	Western Jumna Canal, including Sirsa Branch . . . . .	23.0	32.5	42.7
22.7	Bari Doab Canal . . . . .	10.0	10.5	10.3
8.7	Sirhind Canal . . . . .	12.5	4.9	4.1
273.7	Chenab Canal . . . . .	237.0	216.2	220.4
58.5	Kistna Delta System . . . . .	45.0	36.5	38.9
4.5	Periyar Project . . . . .	25.0	16.4	16.3
13.9	Eastern Nara Works . . . . .	5.0	4.6	4.6
124.7	Jamrao Canal . . . . .	110.6	130.0	134.1
130.2	Other Projects . . . . .	248.4	208.7	199.2
740.4	TOTAL OUTLAY . . . . .	750.0	692.8	692.4
Distributed as below :—				
736.1	India . . . . .	741.5	682.0	682.1
2.6	England . . . . .	5.1	6.9	6.6
1.7	Exchange . . . . .	3.4	3.9	3.7

346. The grant made available for expenditure in 1897-98 was not worked up to, owing partly to restriction of expenditure on the Mandalay Canal in Burma, partly to a transfer of 10.3 from expenditure previously recorded under this head to "43.—Minor Works and Navigation," on account of suspense balances of the Dehri workshops in Bengal, and partly to the grants assigned for the works in the North-Western Provinces and Oudh and Madras not being fully utilized.

## 50.—Miscellaneous Public Improvements.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
...	EXPENDITURE . . . . .	...	8.4	4.1

347. The actuals represent expenditure incurred on the construction of a jetty and a shed at Chittagong. The work is being carried out by the Assam-Bengal Railway Company, and the expenditure so incurred is transferred to the Public Works Department, Bengal, for final adjustment. The work is estimated to cost 48.9 and the expenditure was covered by a sanction accorded in Public Works Department letter No. 234-A. G., dated 8th November 1898.

## Section O.—PERMANENT DEBT.

		Budget.	1897-98. Revised.	Accounts.
<b>INDIA—</b>				
Incurring	. . . . .	4,000,0	3,000,0	3,000,1
Discharged	. . . . .	575,1	429,5	419,5
	NET INDIA	+ 3,424,9	+ 2,570,5	+ 2,580,6
<b>ENGLAND—</b>				
Incurring	India $2\frac{1}{2}$ per cent. Stock . . . . .	3,500,0	3,500,0	3,500,0
Discharged	,, 4 per cent. Stock . . . . .	...	2,7	2,8
	NET ENGLAND	+ 3,500,0	+ 3,497,3	+ 3,497,2
	NET BOTH	+ 6,924,9	+ 6,067,8	+ 6,077,8

## TEMPORARY DEBT.

<b>ENGLAND—</b>				
Temporary Loans Incurring	. . . . .	2,000,0	6,000,0	6,000,0
Temporary Loans Discharged	. . . . .	1,000,0	1,000,0	1,000,0
		+ 1,000,0	+ 5,000,0	+ 5,000,0

348. Detailed explanation of the various entries under this head has already been given in paras. 95 and 96, where the interest charges were considered.



## Section P.—UNFUNDED DEBT.

	Budget.	1897-98. Revised.	Accounts.
Special Loans . . . . .	..	...	—12,1
Treasury Notes and Service Funds, India . . . . .	+48,4	+29,6	+28,9
Savings Bank Deposits . . . . .	+454,0	—393,3	—325,0
TOTAL . . . . .	+502,4	—363,7	—308,2

349. Under *Special Loans* the debit of 12,1 represents the commutation value of Wasika pensions lapsed to Government. The large falling off of 19,5 under *Treasury Notes and Service Funds* was partly due to the debit of 10,0 for the purchase of a building for the Uncovenanted Service Family Pension Fund office, and partly to an over-estimate. The details of *Savings Bank Deposits* transactions are as follow :—

	Budget.	Revised.	Accounts.
Post Office Savings Banks . . . . .	+305,0	—427,2	—352,0
State Railway Provident Institutions . . . . .	+69,0	+10,5	+12,4
Civil Engineers' Provident Fund . . . . .	+30,0	+29,5	+23,1
Regimental Savings Banks . . . . .	+18,0	—21,5	—22,8
Special accounts . . . . .	+26,0	+7,2	+5,1
Forest Officers' Provident Fund . . . . .	+6,0	+8,2	+9,2
TOTAL . . . . .	+454,0	—393,3	—325,0

350. The heavy net withdrawal of 352,0 under *Post Office Savings Banks* was due to short receipts and increased withdrawals, chiefly on account of high prices of food due to famine. The decrease under the *State Railway Provident Institution* was chiefly due to large withdrawal for investment in Government Securities of the deposit of the Burma State Railway Provident Institution on its transfer to a private company. The variations under Regimental Savings Bank depend to a great extent on the transfers of British Regiments between India and England, and therefore an accurate estimate cannot be made. The difference under *Special Accounts* was chiefly due to purchase of Government Securities on account of General Family Pension and the Hindu Family Annuity Funds, Bombay and Madras made no provision in their Estimates for deposits in *Forest Officers' Provident Fund*.

## Section Q.—DEPOSITS AND ADVANCES.

	Budget.			1897-98. Revised.			Accounts.		
	Cr.	Dr.	Net.	Cr.	Dr.	Net.	Cr.	Dr.	Net.
INDIA—									
Provincial Balances (net)	...	...	—1,190,0	...	...	—705,7	...	...	—457,7
Excluded Local Funds	761,8	753,6	+ 8,2	811,6	811,8	— 2	851,8	852,1	— 3
Railway Funds	75,6	68,3	+ 7,3	51,2	61,4	— 10,2	46,2	61,2	— 15,0
Deposits of Sinking Funds	12,4	...	+ 12,4	12,5	...	+ 12,5	12,5	...	+ 12,5
Departmental and Judicial									
Deposits	18,199,0	18,279,8	— 80,8	21,879,5	21,761,3	+ 117,7	22,472,6	22,331,3	+ 141,3
Advances	3,180,1	3,056,2	+ 123,9	8,712,1	9,128,0	— 415,9	8,657,2	9,506,0	— 848,8
Suspense Accounts	9,1	17,4	— 8,3	199,9	13,9	+ 177,0	212,8	200,4	+ 12,4
Exchange on Remittance									
Accounts (net)	2,598,1	...	+ 2,598,1	4,798,3	...	+ 4,798,3	4,665,2	...	+ 4,665,2
Miscellaneous	25,3	...	+ 25,3	...	587,0	— 587,0	133,3	698,6	— 565,3
ENGLAND	1,4	...	+ 1,4	2,5	2,3	+ 2	2,2	1,9	+ 3
TOTAL			+ 1,497,5			+ 3,386,7			+ 2,944,6

351. The net credit to *Provincial Balances* has been explained in paragraph 338. Under *Excluded Local Funds* the net debit was contributed chiefly by Punjab, due to the high charges of the Famine Fund, and by Bombay, where heavy expenditure was entailed on the Cantonment Funds, especially at Poona and Kirkee, owing to the plague. The net debit against *Railway Funds* was due to an over-estimate of receipts. The character and magnitude of the transactions recorded under *Departmental and Judicial Deposits* render an accurate forecast impossible. The net credit was contributed chiefly by India in Military and Railway Deposits, by the North-Western Provinces in Personal and Civil Courts Deposits, and by Punjab in Revenue and Personal deposits. There were large payments in Bengal under Revenue, Civil Courts and Personal Deposits, and in Bombay under Personal Deposits due to famine, and under Municipal Deposits in connection with expenditure on account of the plague. The other fluctuations are not sufficiently important to require special explanation.

352. The net figures entered against the head *Advances* may be divided as follows :—

	Budget.	Revised.	Accounts.
Coinage Accounts	...	—160,0	—598,7
Other Advances	+ 123,9	—255,9	—250,1
	+ 123,9	—415,9	—848,8

353. Under *Coinage Account* the difference between the actuals and the Budget was due chiefly to a net debit of 433,1 under Bullion Advances by reason of increase in the balance of Bullion at the Mints on account both of Government silver and of the silver tendered for re-coinage by the Bhopal and Kashmir States. There was also a net credit of 11,8 on account of Mint certificates issued for silver tendered for the coinage of British dollars at the Bombay Mint. The Budget anticipated a reduction in the small coin depôt balances of 36,3, but the actuals show an increase of 166,4 owing to the return into Government Treasuries of copper coin issued during the preceding year on account of famine. There was a net debit of 11,0 under Copper Coinage Account due to a debit of 46,1, being the amount by which the stock of coin and copper at the Mints and small coin depôts at the close of the year was increased, counterbalanced by a credit of 35,1 owing to the consequent increase of the balance at credit of the Mint Profit Account.

354. The net debit under *Other Advances* is the final outcome of a number of transactions; the cause of the net debit of 250,1 is however brought out by the following figures :—

Special Advances	+ 17,5
Permanent Advances	+ 92,9
Other Advances	— 155,7
Account with Foreign States	— 204,8

355. The credit under *Special Advances* was due to the adjustment of the discount on the stock certificate issued to the Currency Department in 1896-97, and debited to this head temporarily as explained in last year's report, partly counterbalanced by a debit in the North-Western Provinces on account of advances to landholders for village famine relief works. The net credit under *Permanent Advances* was chiefly the result of the recovery of the special advances made to officers employed on Famine Relief Works. Under *Accounts with Foreign States* the large debit occurred mainly in India (103,1) and Punjab (93,5).



356. Under *Suspense Account* the variations are chiefly on account of fluctuations in the balances in the hands of departmental officers. The main differences were the decrease in the balances of the Buildings and Roads Branch of the Public Works Department (127,0), especially in the North-Western Provinces and Oudh, the Central Provinces and Bombay, and the increase in the balances in the hands of Civil Departmental Officers (45,0), chiefly Opium Agents in Bengal.

Budget, 1897-98.			Accounts, 1897-98.		
Sterling Amount.	Exchange.		Sterling Amount.	Exchange.	
	Cr.	Dr.		Cr.	Dr.
+ 3,500,0	2,310,0	...	<b>Permanent Debt—</b>		
+ 1,000,0	660,0	...	Other Loans . . .	+ 3,497,2	1,969,3
+ 1,4	9	...	Temporary Debt . . .	+ 5,000,0	2,815,6
- 494,8	...	326,6	Deposits and Advances . .	+ 3	2
...	...	471,0	Net payments to or receipts from Guaranteed and Subsidized Railways, including remittances to India . . . . .	- 511,1	...
+ 543,4	358,7	...	Withdrawals by Railway Com- panies against Rupee advances .	...	...
...	3,329,6	797,6	Cash Balance—		
...	66,1	...	Increase (—) Decrease (+)	+ 298,2	167,9
...	3,395,7	797,6	<b>TOTAL</b>	...	4,953,0
2,598,1			Lump alteration by Financial Department . . .	...	...
			NET	...	4,665,2

1897-98. Budget.			1897-98. Accounts.	
Sterling.	Exchange.		Sterling.	Exchange.
+ 13,000,0	8,580,0	Bills drawn by the Secretary of State . . .	9,506,1	5,306,7
+ 177,1	116,9	Net remittances of Railway Capital to India .	166,6	93,8
— 728,5	— 480,8	Miscellaneous remittances . . . . .	— 1,137,1	— 593,9
...	471,0	Withdrawals by Railway Companies against Rupee advances . . . . .	...	...
<i>Deduct—</i>				
— 16,998,6	11,219,1	Net expenditure in England . . . . .	16,820,2	— 9,471,8
...	66,1	Lump alteration by the Financial Department .	...	...
	2,598,1	Difference, being exchange brought to account in excess of that involved in the Remittances from India during the year . . . . .	...	4,665,2

359 The difference under *Miscellaneous* was chiefly due to exchange on the Rupee advances to the Bengal-Nagpur and Indian Midland Railway Extensions and the Rohilkund-Kumaon Railway.

## Section R.—IMPERIAL LOANS AND ADVANCES.

	1897-98.		1897-98.	
	Budget.		Accounts.	
Imperial Loans and Advances . . . . .	107,6	—16,1	100,1	—55,1

360. The following are the details :—

1897-98.		1897-98.	
BUDGET.		ACCOUNTS.	
Amount advanced.	Amount repaid.	Amount advanced.	Amount repaid.
2,3	27,7	26,5	22,9
7,8	58,1	7,9	58,1
...	1,8	2,0	1,9
...	9,4	11,5	9,9
...	6	7	5
6,0	10,0	6,5	6,8
16,1	107,6	55,1	100,1
		TOTAL AS ABOVE	

361. The payment under *Loans to Native States* represents loans to the Sultan of Muskat (6,0), Cooch Behar State for Railway (20 0) and Sikkim State (5), against 2,3 only on account of Loans to Cooch Behar State provided in the Budget. The amount repaid was 15,0 against a provision of 25,4 in the Budget on account of repayment of loans by the Maharaja of Cooch Behar, and the remainder 7,9 includes the actual amount repaid by the Sultan of Muskat (2,1), and by the Baoni State (3), for which provisions were made in the Budget. The Maharaja of Ajaigath repaid the full amount of the loan 5,0 advanced to him in previous year, and the Sikkim State repaid the loan (5) mentioned above, which were not anticipated in the Budget. Under *Presidency Corporations and Port Trusts*, the Bombay Port Trust took the loan for the extension of the Victoria Dock provided in the Budget. The repayments correspond with the amount provided in the Budget. No provision was made in the Budget for the advance of 2,0 to the Ajmere Municipality, which was sanctioned in Financial Department No. 2359-A., dated 26th May 1897. The advance of 11,5 under loans to *District and other Local Committees* represents advances of 3,1 to Cantonment Committee, Secunderabad, granted in Financial Department No. 1887-A., dated 28th April 1897, and of 8,4 advanced in the Military Department not provided for under this head. The repayments almost correspond with the Budget. Under *Loans to Landholders, etc.*, a sum of 7 was advanced to Arbab Badal Khan, Ahmed Khanzai, of Baluchistan, under Financial Department Resolution No. 5458-A., dated 18th December 1897. Under *Advances to Cultivators* the accounts include chiefly the advances and repayments, in India, and the variations, which are small, call for no remark.



## SECTION RR.—PROVINCIAL LOANS AND ADVANCES.

	Budget.	1897-98.	Accounts.
Provincial Loans and Advances . . . . .	411,7	—748,6	858,0 —1,411,6

362. The following are the details :—

1897-98. BUDGET.			1897-98. ACCOUNTS.	
Amount advanced.	Amount repaid.		Amount advanced.	Amount repaid.
157,7	51,8	Loans to Mofussil Municipalities . . . . .	134,1	49,4
...	5,9	„ Port Funds . . . . .	...	5,0
...	6,4	„ District Committees . . . . .	1	9,7
22,5	4,9	„ Landholders, etc. . . . .	15,3	5,4
559,6	327,6	Advances to Cultivators . . . . .	1,202,8	767,3
8,8	15,1	„ under Special Laws . . . . .	59,3	21,2
748,6	411,7	TOTAL AS ABOVE . . . . .	1,411,6	858,0

363. Under *Loans to Mofussil Municipalities* the following are the details by Provinces of advances and repayments during the year :—

	Budget, 1897-98.		Accounts, 1897-98.		Excess (+) Deficiency (—)	
	Advanced.	Repaid.	Advanced.	Repaid.	Advanced.	Repaid.
Central Provinces . . . . .	10,0	3,3	9,2	2,8	—8	—5
Burma . . . . .	3,0	5,1	...	5,3	—3,0	+2
Assam . . . . .	...	1	...	1	...	...
Bengal . . . . .	30,0	7,9	24,3	7,6	—5,7	—3
North-Western Provinces and Oudh . . . . .	30,0	18,6	27,8	15,3	—2,2	—3,3
Punjab . . . . .	12,0	11,2	13,0	9,2	+1,0	—2,0
Madras . . . . .	15,0	2,9	11,5	4,8	—3,5	+1,9
Bombay . . . . .	57,7	2,7	48,3	4,3	—9,4	+1,6
TOTAL . . . . .	157,7	51,8	134,1	49,4	—23,6	—2,4

364. In the advances there were savings in all the Provinces except Punjab, where there was a small excess. The principal savings occurred in Bengal (5,7), Madras (3,5), and Bombay (9,4). In Bengal the loan granted to the Darjeeling Municipality was 3,8 below the Estimate, and out of the reserve of 4,5 to meet unforeseen requirements only 3,3 were utilized. In Madras and Bombay the actual requirements of Municipalities fell short of the Estimate. Advances to Municipalities were restricted chiefly to requirements in connection with famine and plague.

365. Under *Port Funds* the Chittagong Port Fund was permitted to defer payment of the instalment of the loan granted to it, which fell due during the year. Under *District Committees* the larger receipts were due to an arrear recovery in Bengal from the Durbhanga District Board, and to the advance payment in Bombay by the Ahmedabad District Local Board of an instalment due on 1st April 1898. Under *Landholders, etc.*, only 15,0 were advanced to the Jath State, against a provision of 22,5.

366. Under *Advances to Cultivators* the following are the details :—

	Budget, 1897-98.		Accounts, 1897-98.		Difference Advanced.	Difference Repaid.
	Advanced.	Repaid.	Advanced.	Repaid.		
Central Provinces . . . . .	110,0	61,2	152,7	74,8	+42,7	+13,6
Burma . . . . .	66,0	31,9	37,9	32,7	—28,1	+8
Assam . . . . .	5	1	4	1	—1	...
Bengal . . . . .	50,0	16,2	216,6	119,6	+166,6	+103,4
North-Western Provinces and Oudh . . . . .	140,4	72,3	172,4	207,8	+32,0	+135,5
Punjab . . . . .	50,0	51,1	176,9	142,5	+126,9	+91,4
Madras . . . . .	25,0	27,5	178,4	27,8	+153,4	+3
Bombay . . . . .	117,7	67,3	267,5	162,0	+149,8	+94,7
TOTAL . . . . .	559,6	327,6	1,202,8	767,3	+643,2	+439,7

Section RR.—PROVINCIAL LOANS AND ADVANCES—*continued.*

367. The advances exceeded the Estimate in all the Provinces, except Burma and Assam. The increase was due to famine, in consequence of which large advances were made under the Land Improvements and Agriculturists' Loans Act, and the following additional grants were sanctioned by the Government of India to meet them, *vis.* :—Bengal (142,5), Punjab (100,0), Madras (33,9), and Bombay (121,5). In Bombay, in addition to the above grant, 7,5 from the head *Loans to Landholders, etc.*, was transferred to this head. In the Central Provinces the figures shown under "Advanced" and "Repaid" include 41,7 and 42,4, respectively, on account of advances to officers for making advances to cultivators. In Bengal both the charges and receipts were swelled by 64,5 by an incorrect adjustment. The larger recoveries represent payment of advances made on account of the famine:

368. Under *Advances under Special Laws* the increase in advances occurred in Bengal, and was due to the transfer to this head of the capitalized value (47,1) of the Rajápur drainage scheme. The increased receipts also occurred in Bengal, and were due chiefly to larger recoveries on account of the advances for the Howrah and Rajápur drainage works.



## Section S.—CAPITAL OF RAILWAY COMPANIES.

	INDIA, 1897-98.			ENGLAND, 1897-98.			TOTAL, 1897-98.		
	Budget.	Revised.	Accounts.	Budget.	Revised.	Accounts.	Budget.	Revised.	Accounts.
<i>Guaranteed Companies.</i>									
B., B. and C. I. . . . .	-18,3	+20,0	+27,4	+50,6	-269,1	-264,5	+32,3	-249,1	-237,1
G. I. P. . . . .	+183,3	+206,7	+284,8	-140,6	-323,0	-429,8	+42,7	-31,3	-145,0
Madras . . . . .	-2,3	+55,5	+50,2	-9,4	+20,2	+118,8	-11,7	+75,7	+169,0
	<u>+162,7</u>	<u>+372,2</u>	<u>+362,4</u>	<u>-99,4</u>	<u>-576,9</u>	<u>-575,5</u>	<u>+63,3</u>	<u>-204,7</u>	<u>-213,1</u>
<i>Subsidised Companies.</i>									
Tapti Valley . . . . .	...	...	-2,9	...	...	...	...	...	-2,9
Mymensingh-Jamalpur . . . . .	...	-9,2	-8,5	...	...	...	...	-9,2	-8,5
Hardwar-Dehra . . . . .	...	-15,0	-11,0	...	...	...	...	-15,0	-11,0
Burma Railways . . . . .	-302,2	-207,3	-309,8	-151,8	-117,6	-102,0	-454,0	-324,9	-411,8
East Indian Railway . . . . .	...	...	...	...	...	...	...	...	...
Ahmedabad-Parantij . . . . .	...	-6,0	-4,8	...	...	...	...	-6,0	-4,8
S. M. and Mysore . . . . .	-59,6	-22,5	-15,0	+11,9	+46,7	+47,2	-47,7	+24,2	+32,2
Indian Midland . . . . .	-72,6	-129,2	-132,4	+17,7	-61,7	-61,2	-54,9	-190,9	-193,6
Assam-Bengal . . . . .	...	-231,7	-235,7	-119,8	+231,6	+235,7	-119,8	-1	...
Bengal Central . . . . .	-38,0	-27,2	-25,8	-13,9	-21,6	-21,5	-51,9	-48,3	-47,3
Bengal-Nagpur . . . . .	-571,4	-656,5	-674,3	+50,6	+87,1	+150,3	-520,8	-569,4	-524,0
Rohilkhand-Kumaon . . . . .	-7	-8,1	-4,5	-13,0	-20,1	-17,5	-13,7	-28,2	-22,0
South Behar . . . . .	-26,5	+24,0	+34,8	...	...	...	-26,5	+24,0	+34,8
Brahmaputra-Sultanpur . . . . .	-48,0	-25,0	-34,8	...	...	...	-48,0	-25,0	-34,8
	<u>-1,119,0</u>	<u>-1,313,7</u>	<u>-1,424,7</u>	<u>-218,3</u>	<u>+144,4</u>	<u>+231,0</u>	<u>-1,337,3</u>	<u>-1,169,3</u>	<u>-1,193,7</u>
TOTAL . . . . .	<u>-956,3</u>	<u>-941,5</u>	<u>-1,062,3</u>	<u>-317,7</u>	<u>-432,5</u>	<u>-344,5</u>	<u>-1,274,0</u>	<u>-1,374,0</u>	<u>-1,406,8</u>

369. As explained in former reports, these are all net sums. The Indian figures represent the difference between the advances taken by the Railway Companies and the credits given to them, chiefly on account of stores used on revenue account. The English figures represent the difference between the capital deposited by the companies with the Secretary of State, and the withdrawals for expenditure on stores, establishment charges, etc. These figures are necessarily liable to great fluctuations. But the following general explanations are furnished. Under *Guaranteed Companies* the difference in India under the Bombay, Baroda and Central India Railway was due chiefly to larger sale of stores and to larger deposits by outsiders for works to be done. The improvement under the Great Indian Peninsula Railway was due to heavier consumption of stores by revenue for replacement of Cammell's axles and for renewals of carriages and wagons, and to larger sales of obsolete and other stores. The net credit under the Madras Railway was mainly due to the postponement of several large works in consequence of financial pressure and to large deposits received from outsiders for work to be done. In England there was a saving of 437,5 for charges on account of establishment and cost of stores, etc., under all the lines, while the receipts on account of subscribed capital were 904,0 less than was anticipated, and the renewal of the Railway debentures (amounting to 1,439,4) involved the payment of 9,6 to the holders as discount.

370. Under *Subsidised Companies* the lapse on expenditure in India on the *Southern Mahratta and Mysore Railways* was due chiefly to restriction of expenditure and to the postponement of the construction of a part of the additional rolling stock owing to late arrival of materials from England. In the case of the *Indian Midland Railway*, the excess in India was due to greater progress having been made on formation and bridgework on the Saugor-Katni extension, to a portion of the cost of the new engines having been brought to account in 1897-98 owing to late arrival and to smaller issues of stores to Revenue. The Estimates did not provide for the issue of debentures in England by the *Assam-Bengal Railway*, and consequently no provision for expenditure was made in India under this head. Debentures were however raised and the expenditure was debited to this head by a corresponding reduction of charges under 48.—State Railways—Construction. Adjustment of unexpected debits for cost of surveys undertaken by Government in previous years in connection with the Sini-Cuttack-Calcutta extension and the rapid progress of work on extensions account for the excess charge in India under the *Bengal-Nagpur Railway*. The *Branch line Companies* deposit capital in Government treasuries, and draw against these deposits for expenditure on construction according to their requirements. The *South Behar* deposited 280,0 and withdrew 245,2 in 1897-98 against 300,0 and 326,5 provided in the Estimates. In England there was a saving of 418,3 for cost of stores, establishment charges, etc., and the receipts on account of subscribed capital were more by 42,5. The receipts on account of transfer fees, etc., which are very uncertain, also exceeded the Estimates by 1,0, while the renewal of debentures (amounting to 1,000,0) involved the payment of 12,5 to the holders as discount.

## Section T.—REMITTANCES.

	Budget.	1897-98. Revised.	Accounts.
Money Order (net) . . . . .	...	...	—1
Other Local Remittances (net) . . . . .	...	...	—244,5
Other Departmental Accounts (net) . . . . .	...	...	—5,8
Accounts between Civil and other Departments (net)—			
Post Office . . . . .	...	...	...
Guaranteed Railways . . . . .	...	...	...
Telegraph . . . . .	...	...	...
Marine . . . . .	...	...	—3,0
Military . . . . .	...	...	...
Public Works . . . . .	...	...	—69,6
Remittance Account between England and India (net) . . . . .	—15,0	—5,7	—10,8
TOTAL . . . . .	—15,0	—5,7	—333,8

371. The figures entered in this group are the net result of very large transactions, but there is nothing special to record in respect of them. The Money Order transactions continue to show a rapid growth as will be seen from the following figures :—

	Issued.	Paid.
1890-91	16,484,7	16,485,6
1891-92	17,365,8	17,340,3
1892-93	18,117,7	18,098,9
1893-94	19,290,8	19,294,5
1894-95	20,452,8	20,430,8
1895-96	21,757,8	21,739,6
1896-97	23,295,0	23,242,7
1897-98	25,714,4	25,714,5



## Section U.—SECRETARY OF STATE'S BILLS.

	Budget.	1897-98. Revised.	Accounts.
Drawings . . . . .	13,000,0	9,378,0	9,506,1
Payments . . . . .	13,025,3	9,385,2	9,472,8

372. The following are the amounts of bills and transfers drawn during the year by the Secretary of State :—

	£	Rx.	Rate in pence.
April 1897 . . . . .	865,2	1,385,3	15'01
May „ . . . .	802,8	1,333,0	14'45
June „ . . . .	930,5	1,526,2	14'63
July „ . . . .	949,5	1,519,1	15'00
August „ . . . .	641,6	994,5	15'48
September „ . . . .	63,3	96,0	15'82
October „ . . . .	...	...	...
November „ . . . .	...	...	...
December „ . . . .	793,6	1,236,7	15'41
January 1898 . . . . .	931,9	1,397,2	14'29
February „ . . . .	1,520,0	2,291,3	15'92
March „ . . . .	2,007,7	3,035,5	15'87
	9,506,1	14,812,8	15'40

373. The payment account of the year is as follows :—

	£	Rx.
Bills of 1896-97 outstanding on 1st April 1897 . . . . .	470,1	749,1
Bills drawn in 1897-98 as entered above . . . . .	9,506,1	14,812,8
	9,976,2	15,561,9
<b>TOTAL BILLS FOR PAYMENT</b> . . . . .	9,976,2	15,561,9
Bills paid in 1897-98 . . . . .	9,472,8	14,794,9
	503,4	767,0
<b>Bills outstanding on 1st April 1898</b> . . . . .	503,4	767,0

## Section V.—CASH BALANCE.

	Budget.	1897-98. Revised.	Accounts.
BALANCE ON 1ST APRIL 1897—			
India . . . . .	13,465,8	13,873,7	13,873,7
England . . . . .	2,814,7	2,832,4	2,832,4
TOTAL . . . . .	16,280,5	16,706,1	16,706,1
BALANCE ON 31ST MARCH 1898—			
India . . . . .	13,321,7	16,722,3	15,982,4
England . . . . .	2,271,3	2,168,3	2,534,3
TOTAL . . . . .	15,593,0	18,890,6	18,516,7
Increase (+) or decrease (—) of balance on 31st March 1898 . . . . .	—687,5	+ 2,184,5	+ 1,810,6

374. The above difference is distributed between India and England in the following proportions:—

	Budget.	1896-97. Revised.	Accounts.
India . . . . .	—144,1	+ 2,848,6	+ 2,108,7
England . . . . .	—543,4	—664,1	—298,1
TOTAL . . . . .	—687,5	+ 2,184,5	+ 1,810,6

375. Taking India and England together, the net transactions of the year were better than expected in the Budget by the sum of 2,498,1. The variations which brought about this result are as follows:—

	Better.	Worse.
Increase in Imperial Deficit . . . . .	...	2,895,2
Decrease in Provincial Deficit . . . . .	732,3	...
Decrease in Capital Expenditure of State Railways and Irrigation works not charged to Revenue . . . . .	2,260,1	...
Decrease under Permanent Debt incurred . . . . .	...	847,1
Increase under Temporary Debt incurred . . . . .	4,000,0	...
Decrease in deposits of Savings Banks . . . . .	...	779,0
Increase under Departmental and Judicial Deposits . . . . .	222,1	...
Net excess payment under Advances . . . . .	...	973,0
Net excess credit under Exchange on Remittance Account . . . . .	1,517,2	...
Net excess payments under Loans and Advances by Provincial Governments . . . . .	...	216,7
Larger withdrawals by Railway Companies . . . . .	...	132,8
Improvement in the balance of Secretary of State's Bills remaining unpaid at the end of the year . . . . .	17,9	...
Larger withdrawals under remittances . . . . .	...	318,8
Minor variations . . . . .	...	88,9
	8,749,6	6,251,5
NET BETTER . . . . .	+ 2,498,1	

A. F. COX,

Comptroller and Auditor General.

The 11th March 1899.



Budget Estimates . . . . . 1897-98.

Revised Estimates . . . . . 1897-98.

Accounts . . . . . 1897-98.

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*General Statement of*

[Rx. 1 is recorded for every 10 Rupees in respect]

	For details, vide Abstract.	RECEIPTS.			
		ACCOUNTS, 1896-97.	BUDGET ESTIMATE, 1897-98.	REVISED ESTIMATE, 1897-98.	ACCOUNTS, 1897-98.
Revenue—		Rx.	Rx.	Rx.	Rx.
Principal Heads of Revenue—					
Land Revenue . . . . .	A	23,974,489	25,646,200	25,932,300	25,683,642
Opium . . . . .	"	6,409,238	5,816,200	5,242,300	5,179,772
Salt . . . . .	"	8,421,705	8,734,000	8,625,000	8,594,225
Stamps . . . . .	"	4,777,742	4,836,500	4,806,200	4,837,043
Excise . . . . .	"	5,614,200	5,679,100	5,507,300	5,489,454
Customs . . . . .	"	4,491,477	4,491,900	4,577,400	4,441,295
Other Heads . . . . .	"	8,503,557	8,570,700	8,735,100	8,728,842
<b>TOTAL PRINCIPAL HEADS</b>		<b>62,192,408</b>	<b>63,774,600</b>	<b>63,425,600</b>	<b>63,154,273</b>
Interest . . . . .	A	1,082,555	841,300	868,900	872,241
Post Office, Telegraph, and Mint . . . . .	"	3,011,633	2,982,800	3,348,300	3,370,548
Receipts by Civil Departments . . . . .	"	1,678,568	1,689,200	1,703,100	1,723,511
Miscellaneous . . . . .	"	1,066,574	1,023,100	899,500	940,994
Railways . . . . .	"	20,297,820	20,682,400	21,167,300	21,260,886
Irrigation . . . . .	"	3,150,639	3,122,500	3,591,100	3,569,864
Buildings and Roads . . . . .	"	696,214	679,600	660,500	667,823
Receipts by Military Departments . . . . .	"	953,330	881,300	897,200	881,864
<b>TOTAL REVENUE</b>		<b>94,129,741</b>	<b>95,676,800</b>	<b>96,561,500</b>	<b>96,442,004</b>
Debt, Deposits, and Advances—					
Permanent Debt (net incurred) . . . . .	C	5,497,235	6,924,900	6,067,800	6,077,779
Temporary Debt (net incurred) . . . . .	"	...	1,000,000	5,000,000	5,000,000
Unfunded Debt (net incurred) . . . . .	"	...	502,400	...	...
Deposits and Advances (net) . . . . .	"	...	1,497,500	3,386,700	2,944,660
Loans and Advances by Imperial Government (net receipts) . . . . .	"	34,930	91,500	52,200	44,963
Capital of Railway Companies (net) . . . . .	"	695,292	...	...	...
Remittances (net) . . . . .	"	314,202	...	...	...
Secretary of State's Bills drawn . . . . .	"	15,526,547	13,000,000	9,378,000	9,506,077
<b>TOTAL RECEIPTS</b>		<b>116,107,947</b>	<b>118,693,100</b>	<b>120,446,200</b>	<b>120,015,483</b>
Balance on 1st April—India . . . . .		16,500,510	13,465,810	13,873,752	13,873,752
England . . . . .	£	3,393,798	2,814,698	2,832,354	2,832,354
<b>GRAND TOTAL</b>		<b>136,002,255</b>	<b>134,973,608</b>	<b>137,152,306</b>	<b>136,721,589</b>



*Accounts and Estimates.*

of transactions in India, including those of "Exchange."]

	For details, vide Abstract.	DISBURSEMENTS.			
		ACCOUNTS, 1896-97.	BUDGET ESTIMATE, 1897-98.	REVISED ESTIMATE, 1897-98.	ACCOUNTS, 1897-98.
<b>Expenditure—</b>		<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
Direct Demands on the Revenues . . . . .	B	10,909,691	11,229,400	10,842,500	10,816,813
Interest . . . . .	"	3,453,953	3,550,000	3,499,200	3,472,260
Post Office, Telegraph, and Mint . . . . .	"	2,711,693	2,891,200	2,878,000	2,869,525
Salaries and Expenses of Civil Departments . . . . .	"	15,445,196	15,467,800	15,721,300	15,739,547
Miscellaneous Civil Charges . . . . .	"	5,856,709	5,913,000	5,724,500	5,716,826
Famine Relief and Insurance . . . . .	"	2,126,355	3,666,200	5,414,200	5,363,125
Construction of Railways (charged against Revenue in addition to that under Famine Insurance) . . . . .	"	12,750	7,300	4,700	3,792
Railway Revenue Account . . . . .	"	22,957,801	23,499,200	22,801,300	22,693,502
Irrigation . . . . .	"	3,251,009	3,111,700	3,138,200	3,144,085
Buildings and Roads . . . . .	"	5,783,295	5,780,100	5,464,000	5,418,936
Army Services . . . . .	"	24,255,338	24,195,500	27,027,000	26,996,774
Special Defence Works . . . . .	"	94,610	19,400	35,400	23,708
<b>TOTAL EXPENDITURE, IMPERIAL AND PROVINCIAL . . . . .</b>		<b>96,858,400</b>	<b>99,330,800</b>	<b>102,550,300</b>	<b>102,258,893</b>
<i>Add—</i> Provincial Surplus, that is, portion of Allotment to Provincial Governments not spent by them in the year . . . . .	End of B	45,833	9,200	148,900	233,446
<i>Deduct—</i> Provincial Deficits, that is, portion of Provincial Expenditure defrayed from Provincial balances . . . . .	"	1,069,470	1,190,200	854,600	691,124
<b>TOTAL EXPENDITURE CHARGED AGAINST REVENUE . . . . .</b>		<b>95,834,763</b>	<b>98,140,800</b>	<b>101,844,600</b>	<b>101,801,215</b>
<b>Expenditure not charged to Revenue—</b>					
Capital outlay on Railways, Irrigation and Other Works . . . . .	End of B	4,984,422	6,588,600	4,604,600	4,328,541
<b>Debt, Deposits, and Advances—</b>					
Temporary Debt (net discharged) . . . . .	C	1,000,000	...	...	...
Unfunded Debt (net discharged) . . . . .	"	319,495	...	363,700	308,186
Deposits and Advances (net) . . . . .	"	1,157,437	...	...	...
Loans and Advances by Provincial Governments (net payments) . . . . .	"	829,486	336,900	683,900	553,549
Capital of Railway Companies (net payments) . . . . .	"	...	1,274,000	1,374,000	1,406,837
Remittances (net) . . . . .	"	...	15,000	5,700	333,829
Secretary of State's Bills paid . . . . .	"	15,170,546	13,025,300	9,385,200	9,472,745
<b>TOTAL DISBURSEMENTS . . . . .</b>		<b>119,296,149</b>	<b>119,380,600</b>	<b>118,261,700</b>	<b>118,204,902</b>
Balance on 31st March—India . . . . .		13,873,752	13,321,710	16,722,352	15,982,443
England . . . . .		2,832,354	2,271,298	2,168,254	2,534,244
<b>GRAND TOTAL . . . . .</b>		<b>136,002,255</b>	<b>134,973,608</b>	<b>137,152,306</b>	<b>136,721,589</b>
Revenue . . . . .		94,129,741	95,676,800	96,561,500	96,443,004
Expenditure chargeable thereon . . . . .		95,834,763	98,140,800	101,844,600	101,801,215
Surplus (+) or Deficit (−) Rx. . . . .		−1,705,022	−2,464,000	−5,283,100	−5,358,211

## Abstract A.—Details

(Rs. 1 is recorded for every 10 Rupees in respect of

The figures in thick type are those

BUDGET ESTIMATE, 1897-98.							No. of Items.
HEADS OF REVENUE.	INDIA.			England.	Exchange.*	Total.	
	Imperial.	Provincial.	Local.				
	Rs.	Rs.	Rs.	£	Rs.	Rs.	
<b>A.—Principal Heads of Revenue—</b>							
I.—Land Revenue	14,034,300	10,459,500	252,400	...	...	25,646,200	1
II.—Opium	5,816,200	...	...	...	...	5,816,200	2
III.—Salt	8,714,600	19,400	...	...	...	8,734,000	3
IV.—Stamps	1,253,300	3,583,200	...	...	...	4,836,500	4
V.—Excise	3,846,100	1,832,700	300	...	...	5,679,100	5
VI.—Provincial Rates	4,200	623,800	2,993,700	...	...	3,621,700	6
VII.—Customs	4,463,700	28,200	...	...	...	4,491,900	7
VIII.—Assessed Taxes	1,043,600	806,700	...	...	...	1,850,300	8
IX.—Forest	905,400	850,800	...	...	...	1,756,200	9
X.—Registration	221,400	219,500	...	...	...	440,900	10
XI.—Tributes from Native States	901,600	...	...	...	...	901,600	11
TOTAL	42,104,400	18,423,800	3,246,400	...	...	63,774,600	12
<b>B.—XII.—Interest—</b>							
	657,300	164,500	11,200	5,000	3,300	841,300	13
<b>C.—Post Office, Telegraph, and Mint—</b>							
XIII.—Post Office	1,818,400	2,200	6,700	...	...	1,827,300	14
XIV.—Telegraph	1,081,000	...	...	4,200	2,800	1,088,000	15
XV.—Mint	67,500	...	...	...	...	67,500	16
TOTAL	2,966,900	2,200	6,700	4,200	2,800	2,982,800	17
<b>D.—Receipts by Civil Departments—</b>							
XVI.—Law and Justice { Courts of Law	8,500	358,800	1,500	...	...	368,800	18
XVI.—Law and Justice { Jails	32,000	303,300	...	...	...	335,300	19
XVII.—Police	1,500	266,300	156,600	...	...	424,400	20
XVIII.—Marine	10,000	130,300	...	...	...	140,300	21
XIX.—Education	1,900	139,000	91,500	...	...	212,400	22
XX.—Medical	200	55,800	28,900	1,600	1,100	87,600	23
XXI.—Scientific and other Minor Departments	9,700	66,400	23,800	300	200	100,400	24
TOTAL	63,800	1,319,900	302,300	1,900	1,300	1,689,200	25
<b>E.—Miscellaneous—</b>							
XXII.—Receipts in aid of Superannuation, etc.	144,400	47,400	100	91,400	60,300	343,600	26
XXIII.—Stationery and Printing	27,000	57,400	200	...	...	84,600	27
XXIV.—Exchange	160,000	...	...	...	...	160,000	28
XXV.—Miscellaneous	97,100	180,500	153,100	2,500	1,700	434,900	29
TOTAL	428,500	285,300	153,400	93,900	62,000	1,023,100	30
<b>H.—Railways—</b>							
XXVI.—State Railways (Gross Earnings)	17,965,800	57,600	...	200	100	18,023,700	31
XXVII.—Guaranteed Companies (net Traffic Receipts)	2,630,000	...	...	...	...	2,630,000	32
XXVIII.—Subsidized Companies (Repayment of Advances of Interest)	28,700	...	...	...	...	28,700	33
TOTAL	20,624,500	57,600	...	200	100	20,682,400	34
<b>J.—Irrigation—</b>							
XXIX.—Major Works: Direct Receipts	1,086,100	882,000	...	...	...	1,068,100	35
XXIX.—Major Works: Portion of Land Revenue due to Irrigation	940,500	...	...	...	...	940,500	36
XXX.—Minor Works and Navigation	53,200	148,300	12,400	...	...	213,900	37
TOTAL	2,079,800	1,030,300	12,400	...	...	3,122,500	38
<b>K.—Buildings and Roads—</b>							
XXXI.—Military Works	50,000	...	...	...	...	50,000	39
XXXII.—Civil Works	9,400	280,900	293,500	27,600	18,200	629,600	40
TOTAL	59,400	280,900	293,500	27,600	18,200	679,600	41
<b>L.—Receipts by Military Departments—</b>							
XXXIII.—Army: Effective	730,400	...	...	29,200	19,300	778,900	42
XXXIII.—Army: Non-Effective	84,200	...	...	11,000	7,200	102,400	43
XXXIII.—Army: Military operations	...	...	...	...	...	...	44
TOTAL	814,600	...	...	40,200	26,500	881,300	45
TOTAL REVENUE	69,799,200	21,564,500	4,025,900	173,000	114,200	95,676,800	46

\* The columns headed "Exchange" show, under the several heads of Revenue and Expenditure which include transactions in England, the during the year, namely, 1s. 2'458d., 1s. 3'58d., and 1s. 3'353d. 106d., per rupee in the Budget, Revised and the Accounts, respectively.



*of Revenue.*

transactions in India, including those of "Exchange."] which appear in the General Account.

Number of Item.	REVISED ESTIMATE, 1897-98.						ACCOUNTS, 1897-98.					
	INDIA.			England.	Ex- change.*	TOTAL.	INDIA.			England.	Ex- change.*	TOTAL.
	Imperial.	Provincial.	Local.				Imperial.	Provincial.	Local.			
	Rx.	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.	Rx.	£	Rx.	Rx.
1	14,837,900	10,845,400	249,000	...	...	25,932,300	14,526,340	10,902,704	254,598	...	...	25,683,642
2	5,242,300	...	...	...	...	5,242,300	5,179,772	...	...	...	...	5,179,772
3	8,609,000	15,400	...	...	...	8,625,000	8,581,447	12,778	...	...	...	8,594,225
4	1,240,200	3,566,000	...	...	...	4,806,200	1,246,394	3,590,649	...	...	...	4,837,043
5	3,728,300	1,778,700	300	...	...	5,507,300	3,717,352	1,771,731	371	...	...	5,489,454
6	3,000	603,500	3,010,200	...	...	3,617,300	4,547	662,831	3,055,912	...	...	3,723,290
7	4,546,100	31,300	...	...	...	4,577,400	4,608,681	32,614	...	...	...	4,641,295
8	1,059,900	829,400	...	...	...	1,889,300	1,061,665	833,800	...	...	...	1,895,465
9	922,000	860,200	...	...	...	1,782,200	900,630	838,884	...	...	...	1,739,514
10	242,300	240,100	...	...	...	482,400	244,335	242,209	...	...	...	486,544
11	897,900	...	...	...	...	897,900	884,029	...	...	...	...	884,029
12	41,330,100	18,836,000	3,259,500	...	...	63,425,600	40,955,192	18,888,200	3,310,881	...	...	63,154,273
13	659,700	171,000	11,700	17,000	9,500	868,900	658,712	169,262	12,707	20,190	11,370	872,241
14	1,859,400	2,400	7,700	...	...	1,869,500	1,869,217	1,999	7,947	...	...	1,879,163
15	1,300,500	...	...	4,200	2,300	1,307,000	1,302,823	...	...	4,163	2,344	1,309,330
16	171,800	...	...	...	...	171,800	182,044	...	...	7	4	182,055
17	3,331,700	2,400	7,700	4,200	2,300	3,348,300	3,354,084	1,999	7,947	4,170	2,348	3,370,548
18	6,600	358,600	1,700	...	...	366,900	5,814	346,893	4,206	...	...	356,013
19	29,200	209,600	...	...	...	298,800	29,740	270,534	...	...	...	306,280
20	1,700	281,100	134,000	...	...	436,800	1,404	289,970	150,956	...	...	448,330
21	48,300	146,000	100	...	...	194,400	47,759	152,869	96	...	...	200,724
22	1,700	127,900	88,600	...	...	218,200	1,623	126,853	80,042	...	...	217,518
23	200	50,000	28,900	1,600	900	87,600	207	57,504	29,903	1,622	913	90,209
24	9,800	65,900	24,200	300	200	100,400	10,972	66,204	25,887	303	171	103,537
25	97,500	1,305,100	297,500	1,900	1,100	1,703,100	97,525	1,316,887	306,090	1,925	1,084	1,723,511
26	148,200	53,600	100	87,000	48,700	337,600	150,779	55,478	38	87,639	49,351	343,285
27	30,900	40,300	200	...	...	77,400	31,001	48,741	261	...	...	80,003
28	60,000	...	...	...	...	60,000	43,970	...	...	...	...	43,970
29	115,000	148,400	156,400	3,000	1,700	424,500	143,911	166,916	158,331	2,929	1,649	473,736
30	354,100	248,300	156,700	90,000	50,400	899,500	369,661	271,135	158,630	90,568	51,000	940,994
31	18,940,900	53,800	...	200	100	18,995,000	18,985,869	58,296	...	230	130	19,044,525
32	2,100,000	...	...	...	...	2,100,000	2,201,392	...	...	...	...	2,201,392
33	10,300	...	...	1,300	700	12,300	12,990	...	...	1,266	713	14,969
34	21,111,200	53,800	...	1,500	800	21,107,300	21,200,251	58,296	...	1,496	843	21,260,886
35	1,339,400	1,095,700	...	...	...	2,435,100	1,265,377	1,112,367	...	...	...	2,377,744
36	925,100	...	...	...	...	925,100	964,738	...	...	...	...	964,738
37	60,900	159,900	10,100	...	...	230,900	57,359	158,589	11,434	...	...	227,382
38	2,325,400	1,255,600	10,100	...	...	3,591,100	2,287,474	1,270,956	11,434	...	...	3,569,864
39	50,800	...	...	...	...	50,800	52,561	...	...	...	...	52,561
40	10,500	277,600	277,300	28,400	15,900	609,700	10,440	278,562	281,069	28,911	16,280	615,262
41	61,300	277,600	277,300	28,400	15,900	660,500	63,001	278,562	281,069	28,911	16,280	667,823
42	651,300	...	...	34,800	19,500	705,600	647,207	...	...	31,959	17,997	697,163
43	87,100	...	...	14,200	8,000	109,300	88,502	...	...	14,443	8,133	111,078
44	82,300	...	...	...	...	82,300	73,623	...	...	...	...	73,623
45	820,700	...	...	49,000	27,500	897,200	809,232	...	...	46,402	26,130	881,864
46	70,091,700	22,149,800	4,020,500	192,000	107,500	96,561,500	69,795,232	22,255,297	4,088,758	193,662	109,055	96,442,004

Exchange thereon, calculated in accordance with the average rate obtained, or estimated to be obtained, for Bills and Telegraphic Transfers sold.

## Abstract B.—Details

[ Rx. 1 is recorded for every 10 Rupees  
The figures in thick type are those

BUDGET ESTIMATE, 1897-98.							Number of Items.
INDIA.			England.	Exchange.*	Total.		
Imperial.	Provincial.	Local.					
Rx.	Rx.	Rx.	£	Rx.	Rx.		
<b>A.—Direct Demands on the Revenues—</b>							
1.—Refunds and Drawbacks . . . . .	222,400	72,000	4,200	...	...	298,600	
2.—Assignments and Compensations . . . . .	511,400	1,047,000	...	...	...	1,558,400	
<b>Charges in respect of Collection, viz.:</b>							
3.—Land Revenue . . . . .	105,900	2,993,400	1,066,400	600	400	4,166,700	
4.—Opium (including cost of Production) . . . . .	2,654,000	...	...	400	300	2,654,700	
5.—Salt (including cost of Production) . . . . .	515,200	54,500	...	300	200	570,200	
6.—Stamps . . . . .	42,600	139,900	...	29,800	19,700	146,800	
7.—Excise . . . . .	136,800	74,400	...	100	100	211,400	
8.—Provincial Rates . . . . .	...	13,300	41,300	...	...	54,600	
9.—Customs . . . . .	82,400	128,300	...	...	...	210,700	
10.—Assessed Taxes . . . . .	16,800	16,200	...	...	...	32,700	
11.—Forest . . . . .	563,400	509,600	...	1,900	1,200	1,076,100	
12.—Registration . . . . .	124,300	124,200	...	...	...	248,500	
<b>TOTAL</b> . . . . .	4,889,700	5,172,800	1,111,900	33,100	21,900	11,229,400	
<b>B.—Interest—</b>							
13.—Interest on Debt . . . . .	3,173,100	705,100	...	3,007,700	2,579,200	10,365,100	
Deduct—Amounts chargeable to Railways (a) . . . . .	4,098,800	...	...	1,189,900	785,400	6,074,100	
" Amounts chargeable to Irrigation . . . . .	729,400	555,600	...	...	...	1,285,000	
Remainder chargeable on ordinary Debt . . . . .	—1,655,100	149,500	...	2,717,800	1,793,800	3,006,000	
14.—Interest on other Obligations . . . . .	539,400	...	4,300	200	100	544,000	
<b>TOTAL</b> . . . . .	—1,115,700	149,500	4,300	2,718,000	1,793,900	3,550,000	
<b>C.—Post Office, Telegraph, and Mint—</b>							
15.—Post Office . . . . .	1,447,100	52,800	75,300	104,900	69,200	1,749,300	
16.—Telegraph . . . . .	820,300	...	...	161,700	106,700	1,088,700	
17.—Mint . . . . .	52,000	...	...	700	500	53,200	
<b>TOTAL</b> . . . . .	2,319,400	52,800	75,300	267,300	176,400	2,891,200	
<b>D.—Salaries and Expenses of Civil Departments—</b>							
18.—General Administration . . . . .	633,700	842,700	97,500	256,400	169,200	1,999,500	
19.—Law and Justice { Courts of Law . . . . .	26,300	3,087,700	1,500	1,300	800	3,117,600	
Jails . . . . .	143,700	897,000	...	(b) 1,000	(b) 700	1,042,400	
20.—Police . . . . .	62,700	3,764,300	356,500	500	300	4,184,300	
21.—Marine (including River Navigation) . . . . .	149,100	170,900	5,200	220,700	145,700	691,600	
22.—Education . . . . .	17,700	913,400	692,800	1,400	900	1,626,200	
23.—Ecclesiastical . . . . .	193,000	...	...	400	300	193,700	
24.—Medical . . . . .	24,400	725,500	315,400	6,900	4,000	1,070,800	
25.—Political . . . . .	877,900	69,700	...	21,700	14,300	983,600	
26.—Scientific and other Minor Departments . . . . .	303,800	159,800	41,500	28,300	18,700	552,100	
<b>TOTAL</b> . . . . .	2,432,300	10,631,000	1,510,400	538,600	355,500	15,467,800	
<b>E.—Miscellaneous Civil Charges—</b>							
27.—Territorial and Political Pensions . . . . .	420,300	...	...	9,400	6,200	435,900	
28.—Civil Furlough and Absentee Allowances . . . . .	900	...	...	226,000	149,200	376,100	
29.—Superannuation Allowances and Pensions . . . . .	76,400	944,600	5,100	1,884,200	1,243,600	4,153,900	
30.—Stationery and Printing . . . . .	125,400	490,400	9,600	47,800	31,500	704,700	
31.—Miscellaneous . . . . .	25,100	108,000	74,500	21,000	13,800	242,400	
<b>TOTAL</b> . . . . .	648,100	1,543,000	89,200	2,188,400	1,444,300	5,913,000	
<b>F.—Famine Relief and Insurance—</b>							
32.—Famine Relief . . . . .	2,946,100	418,000	277,100	...	...	3,641,200	
33.—Construction of Protective Irrigation Works . . . . .	25,000	...	...	...	...	25,000	
<b>TOTAL (c)</b> . . . . .	2,971,100	418,000	277,100	...	...	3,666,200	
Carried over . . . . .	12,144,900	17,967,100	3,068,200	5,745,400	3,792,000	42,717,600	

BUDGET ESTIMATE, 1897-98.				REVISED ESTIMATE, 1897-98.			
India.	England.	Exchange.	Total.	India.	England.	Exchange.	Total.
Rx.	£	Rx.	Rx.	Rx.	£	Rx.	Rx.
(a) Included under the following heads:—							
State Railways Interest on Debt . . . . .	4,017,200	971,000	640,900	5,629,100	3,997,100	971,000	5,511,900
Interest chargeable against companies on Advances . . . . .	81,600	218,900	144,500	445,000	86,200	218,900	427,700
<b>TOTAL</b> . . . . .	4,098,800	1,189,900	785,400	6,074,100	4,083,300	1,189,900	5,939,600

\* See foot-note in Abstract A, page 586.

(b) Shown under "Courts of Law" in the Financial Statement.



*of Expenditure.*

respect of transactions in India, including those of "Exchange."] which appear in the General Account.

Number of Item.	REVISED ESTIMATE, 1897-98.						ACCOUNTS, 1897-98.						
	INDIA.			England.	Exchange.	TOTAL.	INDIA.			England.	Exchange.	TOTAL.	
	Imperial.	Provincial.	Local.				Imperial.	Provincial.	Local.				
	Rx.	Rx.	Rx.				£	Rx.	Rx.				Rx.
1	205,800	78,300	4,800	...	...	288,900	201,722	78,376	4,246	...	...	284,344	
2	515,700	1,046,900	...	...	...	1,562,600	505,635	1,036,113	...	...	...	1,541,748	
3	103,800	3,049,600	1,050,000	1,000	600	4,205,000	107,253	3,021,380	1,057,560	901	507	4,187,601	
4	2,364,800	...	...	2,000	1,100	2,367,900	2,386,221	...	...	1,853	1,043	2,389,177	
5	431,600	39,400	...	600	300	471,900	433,578	39,437	...	468	264	473,747	
6	42,500	139,600	...	34,600	19,400	151,100	40,910	138,908	...	35,844	20,185	154,027	
7	158,300	80,500	...	200	100	239,100	159,149	81,122	...	123	69	240,403	
8	...	7,800	45,300	...	...	53,100	...	7,175	45,355	...	...	52,530	
9	81,300	128,500	...	...	...	209,800	81,531	129,848	...	...	...	211,379	
10	10,200	16,000	...	...	...	32,200	16,191	16,087	...	...	...	32,278	
11	526,300	477,700	...	7,100	4,000	1,015,100	525,361	469,807	...	4,172	2,349	1,001,689	
12	123,200	122,000	...	...	...	245,800	124,262	123,628	...	...	...	247,890	
13	4,484,500	5,186,900	1,100,100	45,500	25,500	10,842,500	4,499,993	5,141,581	1,107,161	43,361	24,417	10,816,813	
	3,145,300	711,700	...	4,069,200	2,278,800	10,205,000	3,110,536	709,188	...	4,069,144	2,291,416	10,180,284	
	4,083,300	...	...	1,189,900	666,400	5,939,600	4,079,009	...	...	1,189,929	670,073	5,039,071	
	729,100	555,000	...	...	...	1,284,100	729,480	554,769	...	...	...	1,284,249	
14	-1,667,100	156,700	...	2,879,300	1,612,400	2,981,300	-1,607,953	154,419	...	2,879,215	1,621,343	2,957,024	
15	513,400	...	4,300	100	100	517,900	510,620	4	4,532	51	29	515,236	
16	-1,153,700	156,700	4,300	2,879,400	1,612,500	3,499,200	-1,187,333	154,423	4,532	2,879,266	1,621,372	3,472,260	
17	1,433,500	53,200	80,100	109,500	61,300	1,737,600	1,429,323	52,682	79,957	107,165	60,347	1,729,474	
18	767,000	...	...	184,100	103,100	1,054,200	767,971	...	...	181,383	102,140	1,051,404	
19	78,600	...	...	4,900	2,700	86,200	80,273	...	...	5,300	2,984	88,557	
20	2,279,100	53,200	80,100	298,500	167,100	2,878,000	2,277,567	52,682	79,957	293,848	165,471	2,869,525	
21	654,800	831,500	106,400	259,400	145,300	1,997,400	652,089	834,411	101,516	257,745	145,141	1,990,902	
22	30,900	3,095,000	1,600	1,100	600	3,129,200	31,900	3,098,843	1,738	795	448	3,133,724	
23	148,700	982,700	...	(b)2,200	(b)1,200	1,128,800	144,143	974,502	58	2,218	1,249	1,122,170	
24	59,700	3,817,700	341,800	700	400	4,220,300	59,162	3,823,607	344,726	683	385	4,233,023	
25	168,700	171,400	5,500	215,900	120,900	682,400	164,737	175,665	4,960	213,853	120,425	679,040	
26	17,500	893,400	669,400	1,700	1,000	1,583,000	17,319	895,822	665,522	1,541	868	1,581,272	
27	175,900	...	...	600	300	176,800	173,579	...	...	245	138	173,952	
28	28,500	936,900	332,700	17,800	10,000	1,325,900	29,505	955,502	343,945	16,931	9,534	1,355,417	
29	837,800	65,800	...	24,500	13,700	941,800	833,030	62,706	24	24,349	13,711	933,820	
30	300,200	152,600	40,300	27,300	15,300	535,700	300,272	152,501	41,933	26,109	14,702	535,517	
31	2,416,700	10,947,000	1,497,700	551,200	308,700	15,721,300	2,405,736	10,978,319	1,504,422	544,469	306,601	15,739,547	
32	424,400	...	...	9,400	5,300	439,100	427,871	...	...	9,332	5,255	442,458	
33	600	...	...	189,300	106,000	295,900	763	...	...	187,649	105,664	294,067	
34	79,100	961,100	7,500	1,904,700	1,060,600	4,019,000	83,166	957,758	7,671	1,901,744	1,070,910	4,021,249	
35	143,000	480,600	10,300	57,600	32,200	723,700	116,364	510,863	11,756	54,449	30,661	724,093	
36	43,900	93,800	61,800	30,300	17,000	245,800	40,164	91,097	61,617	26,921	15,160	231,959	
37	691,000	1,535,500	79,600	2,191,300	1,227,100	5,724,500	668,328	1,559,718	81,044	2,180,086	1,227,650	5,716,826	
38	4,638,600	627,100	113,300	1,800	1,000	5,391,800	4,678,777	585,313	58,798	1,740	980	5,325,608	
39	22,400	...	...	...	...	22,400	37,517	...	...	...	...	37,517	
40	4,661,000	637,100	113,300	1,800	1,000	5,411,200	4,716,294	585,313	58,798	1,740	980	5,363,125	
41	13,378,600	18,516,400	2,875,100	5,967,700	3,341,900	44,079,700	13,380,585	18,472,336	2,835,914	5,942,770	3,346,491	43,978,096	
ACCOUNTS, 1897-98.													
India.				England.				Exchange.				Total.	
Rx.				£				Rx.				Rx.	
3,991,278				971,045				546,815				5,509,138	
87,731				218,884				123,258				429,873	
4,079,009				1,189,929				670,073				5,939,011	
(c) The following further sums, which are included under "XXVI and 38.—State Railways" are chargeable to the grant for Famine Relief and Insurance, as representing the net charge on the Revenues on account of Protective Railways constructed through the agency of Companies:—													
						Budget.		1897-98. Revised.		Accounts.			
Indian Midland Railway						239,200		151,200		152,381			
Bengal-Nagpur Railway						217,300		217,000		200,567			
						456,500		368,200		352,948			

## Abstract B.—Details

[Rx. 1 is recorded for every 10 Rupees in

BUDGET ESTIMATE, 1897-98.							Number of Items.	
HEADS OF EXPENDITURE.	INDIA.			England.	Exchange.*	Total.		
	Imperial.	Provincial.	Local.					
		Rx.	Rx.	Rx.	£	Rx.		Rx.
Brought forward . . . . .	12,144,900	17,967,100	3,068,200	5,745,400	3,792,000	42,717,600	1	
G.—37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance) . . . . .	...	7,300	...	...	...	7,300	2	
H.—Railway Revenue Account—								
38.—State Railways:								
Working Expenses . . . . .	8,988,000	39,300	...	...	...	9,027,300	3	
Interest on Debt . . . . .	4,017,200	...	...	971,000	640,900	5,629,100	4	
Annuities in purchase of Railways . . . . .	...	...	...	1,712,500	1,130,200	2,842,700	5	
Interest chargeable against Companies on Advances . . . . .	81,600	...	...	218,900	144,500	445,000	6	
Interest on Capital deposited by Companies . . . . .	19,500	...	...	800,000	528,000	1,347,500	7	
39.—Guaranteed Companies:								
Surplus Profits, Land and Supervision . . . . .	303,000	...	...	...	...	303,000	8	
Interest . . . . .	7,200	...	...	2,109,400	1,431,800	3,608,400	9	
40.—Subsidised Companies: Land, etc. . . . .	226,100	10,100	...	...	...	236,200	10	
41.—Miscellaneous Railway Expenditure . . . . .	60,000	...	...	...	...	60,000	11	
TOTAL . . . . .	13,702,600	49,400	...	5,871,800	3,875,400	23,499,200	12	
J.—Irrigation—								
42.—Major Works:								
Working Expenses . . . . .	475,000	384,800	...	...	...	859,800	13	
Interest on Debt . . . . .	729,400	555,600	...	...	...	1,285,000	14	
43.—Minor Works and Navigation . . . . .	294,000	661,300	9,900	1,000	700	966,900	15	
TOTAL . . . . .	1,498,400	1,601,700	9,900	1,000	700	3,111,700	16	
K.—Buildings and Roads—								
44.—Military Works . . . . .	1,207,300	...	...	14,400	9,500	1,231,200	17	
45.—Civil Works . . . . .	321,400	2,291,000	1,785,800	90,800	59,900	4,548,900	18	
TOTAL . . . . .	1,528,700	2,291,000	1,785,800	105,200	69,400	5,780,100	19	
L.—Army Services—								
46.—Army:								
Effective . . . . .	16,050,300	...	...	1,921,600	1,268,200	19,240,100	20	
Non-Effective . . . . .	918,000	...	...	2,431,800	1,605,000	4,955,400	21	
Military Operations . . . . .	...	...	...	...	...	...	22	
TOTAL . . . . .	16,968,900	...	...	4,353,400	2,873,200	24,195,500	23	
LL.—Special Defence Works—								
47.—Special Defence Works . . . . .	...	...	...	11,700	7,700	19,400	24	
TOTAL EXPENDITURE, IMPERIAL AND PROVINCIAL . . . . .							99,330,800	25
Transfers between Provincial and Local . . . . .	...	+358,200	-358,200	...	...	...	26	
M.—Add—Portion of Allotments to Provincial Governments not spent by them in the year . . . . .	...	...	9,200	...	...	9,200	27	
Deduct—Portion of Provincial Expenditure defrayed from Provincial Balances . . . . .	...	710,200	489,000	...	...	1,199,200	28	
Total Expenditure charged against Revenue . . . . .	45,843,500	21,564,500	4,025,900	16,088,500	10,618,400	98,140,800	29	
BUDGET ESTIMATE, 1897-98.								
N.—Expenditure not charged to Revenue—								
CAPITAL OUTLAY ON RAILWAYS, IRRIGATION AND OTHER WORKS—								
48.—State Railways . . . . .	4,049,100	1,078,000	711,500	...	...	5,838,600	30	
49.—Irrigation Works . . . . .	741,500	5,100	3,400	...	...	750,000	31	
50.—Miscellaneous Public Improvements . . . . .	...	...	...	...	...	...	32	
TOTAL . . . . .	4,790,600	1,083,100	714,900	...	...	6,588,600	33	

\* See foot-note in Abstract A, page 586.



## of Expenditure—continued.

respect of transactions in India, including those of "Exchange."]

Number of Items.	REVISED ESTIMATE, 1897-98.						ACCOUNTS, 1897-98.					
	INDIA.			England.	Exchange.	TOTAL.	INDIA.			England.	Exchange.	TOTAL.
	Imperial.	Provincial.	Local.				Imperial.	Provincial.	Local.			
	Rx.	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.	Rx.	£	Rx.	Rx.
1	13,378,600	18,516,400	2,875,100	5,967,700	3,341,900	44,079,700	13,380,585	18,472,336	2,835,914	5,942,770	3,346,491	43,978,096
2	...	4,700	...	...	...	4,700	...	3,792	...	...	...	3,792
3	9,256,800	42,300	...	...	...	9,299,100	9,156,546	44,656	...	...	...	9,201,202
4	3,097,100	...	...	971,000	543,800	5,511,900	3,091,278	...	...	971,045	546,815	5,509,138
5	...	...	...	1,712,500	959,000	2,671,500	...	...	...	1,712,419	964,290	2,676,713
6	86,200	...	...	218,900	122,600	427,700	87,731	...	...	218,884	123,258	429,873
7	16,200	...	...	784,900	439,500	1,240,600	16,584	...	...	784,779	441,925	1,243,288
8	145,800	...	...	...	...	145,800	126,213	...	...	...	...	126,213
9	8,800	...	...	2,154,800	1,206,700	3,370,300	8,899	...	...	2,154,784	1,213,401	3,377,084
10	100,000	10,200	...	...	...	110,800	103,577	16,183	...	...	...	113,760
11	22,800	800	...	...	...	23,600	15,475	754	...	...	...	16,229
12	13,634,300	53,300	...	5,842,100	3,271,600	22,801,300	13,506,303	55,593	...	5,841,911	3,289,695	22,693,502
13	503,900	384,000	...	...	...	887,900	506,267	385,852	...	...	...	892,119
14	729,100	555,000	...	...	...	1,284,100	729,480	554,769	...	...	...	1,284,249
15	291,100	665,100	7,500	1,600	900	966,200	294,522	663,724	7,725	1,117	629	967,717
16	1,524,100	1,604,100	7,500	1,600	900	3,138,200	1,530,269	1,604,345	7,725	1,117	629	3,144,085
17	1,063,800	...	...	66,000	37,000	1,166,800	1,059,540	...	...	69,633	39,212	1,168,385
18	357,200	2,219,000	1,595,900	80,200	44,900	4,297,200	362,120	2,258,018	1,564,010	80,806	45,537	4,250,551
19	1,421,000	2,219,000	1,595,900	146,200	81,900	5,464,000	1,361,660	2,258,018	1,564,010	150,499	84,749	5,418,936
20	15,496,300	...	...	1,869,600	1,047,000	18,412,900	15,592,162	...	...	1,864,263	1,016,016	18,412,441
21	914,200	...	...	2,419,300	1,354,800	4,708,300	922,385	...	...	2,414,845	1,359,847	4,697,977
22	3,869,800	...	...	23,100	12,900	3,905,800	3,847,992	...	...	25,119	14,145	3,887,256
23	20,300,300	...	...	4,312,000	2,414,700	27,027,000	20,362,539	...	...	4,244,227	2,390,008	26,996,774
24	2,000	...	...	21,400	12,000	35,400	—4,020	...	...	17,739	9,989	23,708
25	50,260,300	22,397,500	4,478,500	16,291,000	9,123,000	102,550,300	50,137,336	22,394,084	4,407,649	16,198,263	9,121,561	102,258,893
26	...	+317,900	—317,900	...	...	...	...	+330,256	—330,256	...	...	...
27	...	122,200	26,700	...	...	148,900	...	169,435	64,011	...	...	233,446
28	...	687,800	166,800	...	...	854,600	...	638,478	52,646	...	...	691,124
29	50,260,300	22,149,800	4,020,500	16,291,000	9,123,000	101,844,600	50,137,336	22,255,297	4,088,758	16,198,263	9,121,561	101,801,215
REVISED ESTIMATE, 1897-98.						ACCOUNTS, 1897-98.						
	India.	England.	Exchange.	Total.		India.	England.	Exchange.	Total.			
	Rx.	£	Rx.	Rx.		Rx.	£	Rx.	Rx.			
30	2,612,200	827,700	463,500	3,903,400	2,367,425	809,010	455,570	3,632,005				
31	682,000	6,900	3,900	692,800	682,157	6,573	3,701	692,431				
	8,400	...	...	8,400	4,105	...	...	4,105				
32	3,302,600	834,600	467,400	4,604,600	3,053,687	815,583	459,271	4,328,541				

## Abstract C.—Details of Receipts

[Rx. is recorded for every 10 Rupees in respect  
The figures in thick type are those

	BUDGET ESTIMATE, 1897-98.			REVISED ESTIMATE, 1897-98.			ACCOUNTS, 1897-98.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£	Rx.	Rx.	£	Rx.	Rx.	£	Rx.
Revenue (from Abstract A).	95,389,600	173,000	95,562,600	96,262,000	192,000	96,454,000	96,139,287	193,662	96,332,949
Exchange added to Revenue . . . . .	114,200	...	114,200	107,500	...	107,500	109,055	...	109,055
<b>TOTAL</b>	<b>95,503,800</b>	<b>173,000</b>	<b>95,676,800</b>	<b>96,369,500</b>	<b>192,000</b>	<b>96,561,500</b>	<b>96,248,342</b>	<b>193,662</b>	<b>96,442,004</b>
<b>O.—Permanent Debt incurred—</b>									
<i>Sterling Debt—</i>									
India Stock . . . . .	...	3,500,000		...	3,500,000		...	3,500,000	
<i>Rupce Debt—</i>									
Rupce Loan . . . . .	4,000,000	...		3,000,000	...		3,000,120	...	
<b>TOTAL</b>	<b>4,000,000</b>	<b>3,500,000</b>	<b>7,500,000</b>	<b>3,000,000</b>	<b>3,500,000</b>	<b>6,500,000</b>	<b>3,000,120</b>	<b>3,500,000</b>	<b>6,500,120</b>
<b>NET</b>			<b>6,924,900</b>			<b>6,067,800</b>			<b>6,077,779</b>
<b>Temporary Debt incurred</b>									
Temporary Loans . . . . .	...	2,000,000	2,000,000	...	6,000,000	6,000,000	...	6,000,000	6,000,000
<b>NET</b>			<b>1,000,000</b>			<b>5,000,000</b>			<b>5,000,000</b>
<b>P.—Unfunded Debt—</b>									
Treasury Notes . . . . .	...	...		200	...		200	...	
Deposits of Service Funds . . . . .	151,000	...		142,800	...		142,309	...	
Savings Bank Deposits	4,734,300	...		3,940,000	...		3,867,850	...	
<b>TOTAL</b>	<b>4,885,300</b>	<b>...</b>	<b>4,885,300</b>	<b>4,083,000</b>	<b>...</b>	<b>4,083,000</b>	<b>4,010,359</b>	<b>...</b>	<b>4,010,359</b>
<b>NET</b>			<b>502,400</b>			<b>0</b>			<b>0</b>
<b>Q.—Deposits and Advances—</b>									
Balances of Provincial Allotments . . . . .	9,200	...		148,900	...		233,446	...	
Excluded Local Funds . . . . .	761,800	...		811,600	...		851,848	...	
Railway Funds . . . . .	75,600	...		51,200	...		46,179	...	
Deposits of Sinking Funds	12,400	...		12,500	...		12,500	...	
Departmental and Judicial Deposits . . . . .	18,199,000	...		21,879,500	...		22,472,638	...	
Advances . . . . .	3,180,100	1,400		8,712,100	2,300		8,657,183	2,097	
Suspense Accounts . . . . .	9,100	...		190,900	...		212,810	...	
Exchange on Remittance Accounts (net) . . . . .	2,598,100	...		4,798,300	...		4,665,176	...	
Miscellaneous . . . . .	25,300	...		...	200		133,308	150	
<b>TOTAL</b>	<b>24,870,600</b>	<b>1,400</b>	<b>24,872,000</b>	<b>36,603,000</b>	<b>2,500</b>	<b>36,607,500</b>	<b>37,285,088</b>	<b>2,247</b>	<b>37,287,335</b>
<b>NET</b>			<b>1,497,500</b>			<b>3,386,700</b>			<b>2,944,660</b>
<b>Carried over</b>	<b>120,259,700</b>	<b>5,674,400</b>		<b>140,057,500</b>	<b>9,694,500</b>		<b>140,543,909</b>	<b>9,695,909</b>	



*and Disbursements.*

of transactions in India, including those of "Exchange."] which appear in the General Account.

	BUDGET ESTIMATE, 1897-98.			REVISED ESTIMATE, 1897-98.			ACCOUNTS, 1897-98.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£	Rx.	Rx.	£	Rx.	Rx.	£	Rx.
Expenditure, Imperial and Provincial (from Abstract B) . . . . .	72,623,900	16,088,500	88,712,400	77,136,300	16,291,000	93,427,300	76,039,069	16,198,263	92,237,332
Exchange, charged as Expenditure . . . . .	10,618,400	...	10,618,400	9,123,000	...	9,123,000	9,121,561	...	9,121,561
Add—Provincial Surpluses, transferred to "Deposits" . . . . .	9,200	...	9,200	148,900	...	148,900	233,446	...	233,446
Deduct—Provincial Deficits, charged against "Deposits" . . . . .	1,199,200	...	1,199,200	854,600	...	854,600	691,124	...	691,124
TOTAL . . . . .	82,052,300	16,088,500	98,140,800	85,553,600	16,291,000	101,844,600	85,602,952	16,198,263	101,801,215
Expenditure not charged to Revenue—									
Capital Outlay on Railways, Irrigation and Other Works . . . . .	4,790,600	1,083,100		3,302,600	834,600		3,053,687	815,583	
Add—Exchange on Expenditure not charged to Revenue . . . . .	714,900	...		467,400	...		459,271	...	
TOTAL . . . . .	5,505,500	1,083,100	6,588,600	3,770,000	834,600	4,604,600	3,512,958	815,583	4,328,541
O.—Permanent Debt discharged—									
Sterling Debt—									
India 4 p. c. Stock . . . . .	...	...		...	2,700		...	2,802	
Rupce Debt—									
4½ p. c. Loan . . . . .	5,000	...		8,500	...		7,950	...	
4 p. c. Loan . . . . .	220,000	...		220,000	...		219,203	...	
3½ p. c. Loan . . . . .	350,000	...		195,000	...		192,210	...	
Stock Notes . . . . .	100	...		...	...		176	...	
TOTAL NET . . . . .	575,100	...	575,100	429,500	2,700	432,200	419,539	2,802	422,341
Temporary Debt discharged—									
Temporary Loans NET . . . . .	...	1,000,000	1,000,000	...	1,000,000	1,000,000	...	1,000,000	1,000,000
P.—Unfunded Debt—									
Special Loans . . . . .	...	...		...	...		12,139	...	
Deposits of Service Funds . . . . .	102,600	...		113,400	...		113,608	...	
Savings Bank Deposits . . . . .	4,280,300	...		4,333,300	...		4,192,798	...	
TOTAL NET . . . . .	4,382,900	...	4,382,900	4,446,700	...	4,446,700	4,318,545	...	4,318,545
Q.—Deposits and Advances—									
Balances of Provincial Allocations . . . . .	1,199,200	...		854,600	...		691,124	...	
Excluded Local Funds . . . . .	753,600	...		811,800	...		852,089	...	
Railway Funds . . . . .	68,300	...		61,400	...		61,162	...	
Departmental and Judicial Deposits . . . . .	18,279,800	...		21,761,800	...		22,331,279	...	
Advances . . . . .	3,050,200	...		9,128,000	900		9,506,048	938	
Suspense Accounts . . . . .	17,400	...		13,900	...		200,408	...	
Miscellaneous . . . . .	...	...		587,000	1,400		698,648	979	
TOTAL NET . . . . .	23,374,500	...	23,374,500	33,218,500	2,300	33,220,800	34,340,758	1,917	34,342,675
Carried over . . . . .	115,890,300	18,171,600		127,418,300	18,300,600		128,104,752	18,018,565	

## Abstract C.—Details of Receipts

	BUDGET ESTIMATE, 1897-98.			REVISED ESTIMATE, 1897-98.			ACCOUNTS, 1897-98.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£	Rx.	Rx.	£	Rx.	Rx.	£	Rx.
Brought forward	129,259,700	5,674,400		140,057,000	9,694,500		140,543,909	9,695,909	
<b>R.—Loans and Advances by Imperial Government</b>	107,600	...	107,600	107,000	...	107,000	100,109	...	100,109
<b>NET</b>			91,500			52,200			44,963
<b>R.R.—Loans and Advances by Provincial Governments</b>	411,700	...	411,700	717,300	...	717,300	858,044	...	858,044
<b>NET</b>			0			0			0
<b>S.—Capital Receipts from Railway Companies—</b>									
On Account of Subscribed Capital	1,535,300	4,491,400		704,800	1,190,500		660,654	1,190,500	
Repayments	162,700	3,000		1,445,000	3,900		1,423,847	4,061	
<b>TOTAL</b>	1,698,000	4,494,400	6,192,400	2,149,800	1,194,400	3,344,200	2,084,501	1,194,561	3,279,062
<b>NET</b>			0			0			0
<b>T.—Remittances—</b>									
Inland Money Orders	23,900,000	...		25,000,000	...		25,714,421	...	
Other Local Remittances	444,900	...		943,100	...		...	...	
Other Departmental Accounts	304,200	...		310,200	...		423,844	...	
<b>Net Receipts by Civil Treasuries from—</b>									
Post Office	555,000	...		...	...		...	...	
Telegraph	...	...		111,100	...		140,445	...	
Guaranteed Railways	2,781,500	...		2,537,700	...		2,559,191	...	
<b>Net Receipts from Civil Treasuries by—</b>									
Post Office	...	...		401,200	...		357,579	...	
Telegraph	5,200	...		...	...		...	...	
Marine	212,000	...		253,300	...		221,307	...	
Military	15,700,000	...		18,608,000	...		18,562,120	...	
Public Works	2,681,600	...		1,053,100	...		794,622	...	
Remittance Account between England and India	1,262,400	525,000		1,979,200	800,000		1,945,122	808,929	
<b>TOTAL</b>	47,847,700	525,000	48,372,700	51,197,500	800,000	51,998,400	50,718,651	808,929	51,527,580
<b>NET</b>			0			0			0
<b>U.—Secretary of State's Bills drawn</b>	...	13,000,000	13,000,000	...	9,378,000	9,378,000	...	9,506,077	9,506,077
<b>Total Receipts</b>	179,324,700	23,693,800		194,229,100	21,067,800		194,305,214	21,205,476	
<b>V.—Opening Balance</b>	13,465,810	2,814,698		13,873,752	2,832,354		13,873,752	2,832,354	
<b>Grand Total</b>	192,790,510	26,508,498		208,102,852	23,900,154		208,178,966	24,037,830	



*and Disbursements—continued.*

	BUDGET ESTIMATE, 1897-98.			REVISED ESTIMATE, 1897-98.			ACCOUNTS, 1897-98.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£	Rx.	Rx.	£	Rx.	Rx.	£	Rx.
Brought forward	115,890,300	18,171,600		127,418,300	18,130,600		128,194,752	18,018,565	
<b>R.—Loans and Advances by Imperial Government</b>	16,100	...	16,100	54,800	...	54,800	55,146	...	55,146
NET			0			0			0
<b>RR.—Loans and Advances by Provincial Governments</b>	748,600	...	748,600	1,401,200	...	1,401,200	1,411,593	...	1,411,593
NET			336,900			683,900			553,549
<b>S.—Payments to Railway Companies on Capital Account—</b>									
For discharge of Debentures	...	2,441,400		...	24,100		...	24,123	
For Expenditure	2,654,300	2,379,700		3,091,300	1,602,800		3,146,849	1,514,927	
TOTAL	2,654,300	4,812,100	7,466,400	3,091,300	1,626,900	4,718,200	3,146,849	1,539,050	4,685,899
NET			1,274,000			1,374,000			1,406,837
<b>T.—Remittances—</b>									
Inland Money Orders	23,900,000	...		25,000,000	...		25,714,510	...	
Other Local Remittances	444,900	...		943,100	...		244,503	...	
Other Departmental Accounts	304,200	...		310,200	...		429,615	...	
Net Payments into Civil Treasuries by—									
Post Office	555,000	...		...	...		...	...	
Telegraph	...	...		111,100	...		140,485	...	
Guaranteed Railways	2,781,500	...		2,537,700	...		2,559,191	...	
Net Issues from Civil Treasuries to—									
Post Office	...	...		401,200	...		357,579	...	
Telegraph	...	...		...	...		...	...	
Marine	212,000	...		253,300	...		224,333	...	
Military	15,700,900	...		18,608,600	...		18,562,120	...	
Public Works	2,681,600	...		1,053,100	...		864,260	...	
Remittance Account between England and India	548,900	1,253,500		811,400	1,974,400		818,842	1,945,971	
TOTAL	47,134,200	1,253,500	48,387,700	50,029,700	1,974,400	52,004,100	49,915,438	1,945,971	51,861,409
NET			15,000			5,700			333,829
<b>U.—Secretary of State's Bills paid</b>	13,025,300	...	13,025,300	9,385,200	...	9,385,200	9,472,745	...	9,472,745
Total Disbursements	179,468,800	24,237,200		191,380,500	21,731,900		192,196,523	21,503,586	
<b>V.—Closing Balance</b>	13,321,710	2,271,298		16,722,352	2,168,254		15,982,443	2,534,244	
Grand Total	192,790,510	26,508,498		208,102,852	23,900,154		208,178,966	24,037,830	

**Abstract D.—Account of Provincial and Local Savings charged to Revenue and held at the disposal of Provincial Governments under their Provincial Contracts.**

**A.—Provincial Balances.**

	India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
<b>Budget Estimate, 1897-98.</b>										
Balance at end of 1896-97 (by Revised Estimate) . . . .	...	8	204,292	99,194	410,708	40	59,852	258,472	99,683	1,222,539
Added in 1897-98 . . . .	...	...	...	...	...	...	...	...	...	...
Spent in 1897-98 . . . .	...	...	153,400	13,400	310,700	...	23,700	158,500	50,500	710,200
Balance at end of 1897-98 . .	...	8	140,892	85,794	100,008	40	36,152	99,972	49,183	512,349
<b>Revised Estimate, 1897-98.</b>										
Balance at end of 1896-97 (by Accounts) . . . .	...	...	(a)312,173	94,373	395,450	...	(a)52,278	(a)229,492	(a)179,663	1,263,429
Added in 1897-98 . . . .	...	...	106,000	...	...	...	16,200	...	...	122,200
Spent in 1897-98 . . . .	...	...	...	37,100	341,500	...	...	129,500	179,700	687,800
Balance at end of 1897-98 . .	...	...	418,173	57,273	53,950	...	68,478	99,992	—37	697,829
<b>Accounts, 1897-98.</b>										
Balance at end of 1896-97 . .	...	...	(a)312,173	94,373	395,450	...	(a)52,278	(a)229,492	(a)179,663	1,263,429
Added in 1897-98 . . . .	...	...	109,435	...	...	...	...	...	...	109,435
Spent in 1897-98 . . . .	...	...	...	45,580	303,250	...	2,278	157,707	129,663	618,478
Balance at end of 1897-98 . .	...	...	481,608	48,793	92,200	...	50,000	71,785	50,000	794,386

(a) Differs from last year's closing balance by Rx. 1 for corrections since made.

**B.—Local Balances.**

NOTE.—These Balances do not include the Balances of Deposits and Advances upon Local Fund Accounts.

	India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
<b>Budget Estimate, 1897-98.</b>										
Balance at end of 1896-97 (by Revised Estimate) . . . .	12,246	(a)42,281	86,346	23,916	70,149	(a)57,536	145,786	386,740	319,703	1,144,703
Added in 1897-98 . . . .	...	...	...	...	...	9,200	...	...	...	9,200
Spent in 1897-98 . . . .	1,600	6,100	31,500	9,600	144,000	...	62,200	121,200	112,800	489,000
Balance at end of 1897-98 . .	10,646	36,181	54,846	14,316	—73,851	66,736	83,586	265,540	206,903	664,903
<b>Revised Estimate, 1897-98.</b>										
Balance at end of 1896-97 (by Accounts) . . . .	12,735	46,726	101,571	(a)33,945	(a)174,201	60,637	148,607	386,576	343,684	1,308,682
Added in 1897-98 . . . .	...	...	10,800	...	...	15,900	...	...	...	26,700
Spent in 1897-98 . . . .	1,000	13,500	...	9,200	300	...	13,900	90,600	38,300	166,800
Balance at end of 1897-98 . .	11,735	33,226	112,371	24,745	173,901	76,537	134,707	295,976	305,384	1,168,582
<b>Accounts, 1897-98.</b>										
Balance at end of 1896-97 . .	12,735	46,726	101,571	(a)33,945	(a)174,201	60,637	148,607	386,576	343,684	1,308,682
Added in 1897-98 . . . .	...	...	8,075	5,943	24,104	25,722	167	...	...	64,011
Spent in 1897-98 . . . .	1,407	10,885	...	...	...	...	...	12,726	27,628	52,646
Balance at end of 1897-98 . .	11,328	35,841	109,646	39,888	198,305	86,359	148,774	373,850	316,056	1,320,047

(a) Differs from last year's closing balance by Rx. 1 for corrections since made.



## APPENDIX.

Abstract E.—Details of Recurring and Special transfers between Imperial and Provincial made through the Land Revenue Head—See paras. 30 and 31.

## CENTRAL PROVINCES.

## Special transfers.

*Imperial to Provincial.*

In aid of the Provincial Balance . . . . .	81,0	81,0
	<hr/>	<hr/>

## BURMA.

## Special transfers.

*Imperial to Provincial.*

Contribution towards the cost of the construction of the Sergeant Instructor's quarters . . . . .	1	1
	<hr/>	<hr/>

## ASSAM.

## Special transfers.

*Imperial to Provincial.*

Special assignment for earthquake expenditure . . . . .	80,0	80,0
	<hr/>	<hr/>

## BENGAL.

## Recurring transfers.

*Imperial to Provincial.*

Transfer of Imperial Buildings . . . . .	1,6	1,6
	<hr/>	<hr/>

## Special transfers.

*Imperial to Provincial.*

Survey and settlement expenditure . . . . .	62,3	62,3
	<hr/>	<hr/>

## N.-W. PROVINCES AND OUDH.

## Special transfers.

*Imperial to Provincial.*

Contribution towards the cost of the construction of a light suspension bridge over the Kohat Katdwar . . . . .	1,2	
In aid of the Provincial Balance . . . . .	102,7	
New Government House, Naini-Tal . . . . .	27,2	
New Local Fund Scheme . . . . .	40,0	
	<hr/>	171,1

## PUNJAB.

## Recurring transfers.

*Imperial to Provincial.*

Cost of Police entertained on the Kotri-Rohri Railways . . . . .	1,3	
Payments for three-fourths of the amount credited under "I.—Land Revenue" on account of sale-proceeds of sites belonging to Government in the towns of Sherkot and Dijkot . . . . .	2,1	
	<hr/>	3,4

## Special transfers.

*Imperial to Provincial.*

Assignment of one-third of actual expenditure on account of Protective works at Dhera Ghazi Khan . . . . .	7,4	7,4
	<hr/>	<hr/>

## APPENDIX.

## ABSTRACT E—continued.

## MADRAS.

## Special transfers.

*Provincial to Imperial.*

Amount recovered from Local Funds on account of contribution for the ferry flats required in the Godavari Delta . . . . .	—1
Construction of a new Detention Hospital . . . . .	—6,3
	<u>—6,4</u>

## BOMBAY.

## Recurring transfers.

*Imperial to Provincial.*

Registration of Railway Traffic . . . . .	6
Contribution for the new maundage rate of salt . . . . .	2,4
	<u>3,0</u>

*Provincial to Imperial.*

Interest on value of rails for the Hyderabad-Umarkot Railway . . . . .	—1,0
	<u>2,0</u>

## Special transfers.

*Imperial to Provincial.*

Contribution in aid of Plague expenditure . . . . .	121,8
	<u>121,8</u>



GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m. on  
Saturday, March 4th, 1899.

Quiet weather has prevailed during the week under review, with hardly any rainfall and very few local storms, but the temperature in many parts of the country has been unsteady and the range of temperature in many of the provinces has been larger than usual. The storm which crossed Northern India during the latter half of last week lay over Lower Bengal at the commencement of the week under review, and light to moderate thunder showers and dust storms occurred in different parts of North-East India on the 26th, 27th and 28th, due to the action of this storm. On the 1st and 2nd, the weather was fine and quiet generally, but on the 3rd and 4th slightly unsettled conditions appeared simultaneously in the north-east and north-west and light local showers occurred in these two areas. Except in the north-west and north-east, the weather over India was fine and rainless, but in the south of Tenasserim and also in parts of Ceylon some rain was received during the week. The mean temperature of the week was very nearly normal, but as mentioned above, the temperature was unsteady varying in the different provinces from considerably below to considerably above the normal average.

**Daily Summary.**—*Sunday, February 26th.*—The storm which had crossed Northern India during the preceding week was shown over Lower and South-West Bengal. The winds were hence feebly cyclonic and a few scattered showers had fallen over North-Eastern India. Elsewhere pressure was uniform, though lower than usual, the winds light and variable, and the weather settled, though Cochin reported a local shower and there had been a trifling fall of snow in parts of Kashmir. The heat was low for the time of year in Bombay, in Lower Burma and in Assam, but was more or less excessive elsewhere, more particularly so within the region covered by the barometric depression, where the principal variations from the normal were Balasore  $+8^{\circ}9$  and Burdwan  $+7^{\circ}3$ .

*Monday, February 27th.*—The barometer had fallen over the west of the Peninsula, but had risen elsewhere, more particularly in the north-west and centre. The depression over Bengal was still fairly discernible, though it had nearly filled up. The winds throughout the country were light and rather variable. The mean temperature had decreased over by far the greater part of the country. All over the Bombay Presidency, Rajputana, Central India, the west of the Central Provinces, and part of Madras as well as over Lower and Central Burma and Assam, the heat was low for the time of year, while in the intervening region it was higher than usual. The following variations exhibit the distribution of temperature relatively to the normal: Malegaon  $-7^{\circ}1$ , Chaibassa  $+6^{\circ}5$  and Mymensingh  $-2^{\circ}6$ . The weather in North-East India had been more unsettled than on the previous day, and the thunder showers over that region had been both more extensive and heavier.

*Tuesday, February 28th.*—The observations showed that the barometer had continued to rise. The storm over Lower Bengal had wholly disappeared, and the ordinary cold weather distribution of pressure, which consists of a high pressure area over North-West India and a low pressure area over the South of the Bay, had been established. Northerly breezes prevailed over parts

of North-West India, southerly winds on parts of the Madras Coast and variable airs and calms elsewhere. There had been further showers in parts of Bengal, but both the amount and the extent of the rainfall had diminished. The mean temperature had generally fallen and was very low for the season in parts of Bombay, Central India and the Central Provinces.

*Wednesday, March 1st.*—The barometer changes had been unimportant, and pressure continued to decrease from a high pressure area in the West Punjab to a low pressure area over the centre of the Bay. South-easterly breezes were blowing down the Gangetic Plain, north-easterly winds over the central parts of the country and variable airs elsewhere. Calms were reported from Bengal. The only rainfall was a light shower in Baluchistan. The principal change in the temperature conditions was a brisk rise in Baluchistan and North-West India. The heat had been excessive over the Indus Valley Districts and in Burma, and less than usual over part of the Central Provinces, but elsewhere the variations from the normal were small.

*Thursday, March 2nd.*—The pressure conditions were practically unchanged and the high pressure area in the north-west was as marked as on the 1st. The winds blew from the usual cold weather directions—from north-west and west down the Gangetic Plain, from north-east over the Central Provinces, and from south-east and east over the Peninsula. Calms were reported from Bengal. Fine cloudless weather prevailed with no rain. The temperature had risen over some central districts and exceeded the normal over the Central Provinces and Berar.

*Friday, March 3rd.*—The barometer had fallen everywhere and over Northern India and the East of the Peninsula, briskly to rapidly. A storm was appearing over the western desert, while at the same time low pressures were developing along the foot of the Himalayas. The wind had shifted to the southward over the western desert, but the Westerly and West-North-Westerly wind down the Gangetic Plain and the North-East wind over the Central Provinces still held. Light snow had fallen over Kashmir and light rain in parts of Bengal and Assam. Temperature had risen in the extreme west and south of India, and the heat was greater than usual over the Punjab and Sind.

*Saturday, March 4th.*—The depression over the western desert had apparently filled up, while on the contrary the low pressure area along the foot of the hills had developed and become more marked. Westerly winds prevailed over a large part of Northern India and breezes between north-west and north-east in most other places, but in North Bengal an easterly wind was appearing. Cloudy weather was reported both from the north-west and north-east, and while light snow had fallen at Minimarg and Srinagar, light rain had been received at Bhamo, Barisal and Jessore. The heat was greater than usual over North-Western India, the south of the Peninsula and the greater part of Burma, the principal variations being  $+9^{\circ}2$  at Jacobabad,  $+3^{\circ}$  at Bellary and  $+1^{\circ}3$  at Minbu. Elsewhere the weather was cool, the principal temperature variations being  $-8^{\circ}4$  at Kindat,  $-6^{\circ}6$  at Sibsagar, and  $-4^{\circ}1$  at Jubbulpore.

**Temperature.**—As mentioned above, the temperature has been changeable and unsteady during the week, more particularly in North-Western and North-Eastern India. Thus at the commencement of the week, temperature was largely above the normal in Bengal. This excess gradually diminished till by the 1st it had practically disappeared and subsequently was replaced by a deficiency of temperature. In the north-west the variations from the normal were irregular, until the 2nd, when the temperature rose above the normal and the rise holding, by the close of the week, there was a large excess of heat all over the north west.



The following table gives the temperature variation data for the week:—

PROVINCE.	February 1899.			March 1899.				Mean variation of week.
	26th	27th	28th	1st	2nd	3rd	4th	
	°	°	°	°	°	°	°	°
Burma . . . . .	−1·7	−1·1	+1·2	+1·9	+1·5	+1·0	+0·6	+0·5
Assam . . . . .	0	−0·6	+1·2	−1·0	−1·4	−0·6	−4·1	−0·9
Bengal . . . . .	+3·7	+2·1	+0·6	+0·2	+0·2	−0·3	−2·9	+0·5
Orissa . . . . .	+5·6	+5·2	+2·3	+1·1	+0·1	+1·4	−1·0	+2·1
Bihar . . . . .	+2·2	+1·3	+0·4	+0·2	−0·7	−1·3	−1·3	+0·1
Chota Nagpur . . . . .	+4·2	+3·3	+0·5	+0·8	+1·1	+0·2	−2·2	+1·1
North-Western Provinces and Oudh . . . . .	+0·8	+0·5	−0·2	−1·0	+0·2	+0·1	+2·0	+0·3
Punjab . . . . .	+1·1	+0·6	+0·6	+0·9	+0·4	+3·6	+3·0	+1·5
Sind . . . . .	−2·0	−3·6	−2·4	+3·2	+0·9	+3·7	+5·7	+0·8
Rajputana . . . . .	+0·6	−2·5	−1·8	−0·1	−0·6	−0·8	+4·9	0
Gujarat . . . . .	−2·6	−3·1	−2·5	+0·2	+1·1	+0·3	+2·8	−0·5
Central India . . . . .	−0·1	−1·8	−2·9	−1·5	−0·9	−2·4	−1·8	−1·6
Central Provinces . . . . .	+1·7	−0·4	−2·1	−0·8	+2·1	−0·7	−2·3	−0·4
Berar . . . . .	+1·5	−3·2	−1·9	+0·1	+4·8	+0·5	−1·2	+0·1
West Coast . . . . .	−0·3	−2·0	−0·5	+0·3	−0·9	+0·3	+0·3	−0·4
Bombay Deccan . . . . .	−1·5	−5·6	−3·6	−0·3	−0·1	−0·9	−0·3	−1·8
Mysore . . . . .	+3·6	+2·3	+2·0	−1·4	−1·9	−0·8	+1·1	+0·7
Madras Coast . . . . .	+0·9	+3·4	+1·7	0	−1·0	−1·6	+0·8	+0·6
Madras Deccan . . . . .	+3·2	−1·0	+1·6	+0·4	−2·4	−0·7	+2·0	+0·5
South India . . . . .	+2·6	+2·8	+0·2	−0·7	−0·7	−0·2	−1·1	+0·4
Mean for whole of India . . . . .	+1·2	−0·2	−0·3	+0·1	+0·1	0	+0·3	+0·2

The above shows a slight excess of temperature on the 26th, but a normal temperature on all the other days. The provincial variations exhibit an excess in Orissa, Chota Nagpur, and the Punjab, a deficiency in Central India and the Bombay Deccan, and normal temperature conditions elsewhere. In the case of Bengal, Orissa, Chota Nagpur, etc., the range of temperature during the week was large. The following are the highest maximum temperatures recorded on each day:—

Sunday, 26th February—Cuddapah . . . . .	101°·7
Monday, 27th       "       do. . . . .	102°·2
Tuesday, 28th     "       do. . . . .	100°·7
Wednesday, 1st March—Trichinopoly . . . . .	99°·1
Thursday, 2nd     "       —Toung-hoo . . . . .	99°·7
Friday, 3rd       "       —Rangoon . . . . .	99°·6
Saturday, 4th     "       —Cuddapah . . . . .	101°·2

**Rain.**—Nearly the whole of the rainfall which occurred over India during the week under review was attributable to the action of a single depression. This depression, which crossed Northern India very quickly during the last two days of the previous week, lay over Lower Bengal on the first day of the present week. It drew the wind into cyclonic directions over North-Eastern India, so that south-west to south-east winds prevailed at the head of the Bay and in Lower Bengal. These winds brought up a good deal of moisture, and showers were reported from a few places in East Bengal and Assam. By the following morning, the 27th, the Bengal depression had to a considerable extent filled up but fresh to strong southerly winds continued to carry much moisture from the northern part of the Bay into Bengal and Assam, and the rainfall area notwithstanding the dispersion of the depression had increased and the rainfall itself had been heavier. Light showers continued to be received in this area until the 28th, but on the 1st and 2nd March, the weather was fine and settled. On the 3rd, however, a small local depression appeared over the Sunderbuns, and on that and the following day light thunderstorms gave trifling showers to a few

The table at the close of the summary shows that effective rain, *i.e.*, rain of one-tenth of an inch or more was received in eight of the rainfall divisions, *vis.*, East Bengal, the Surma, Hills and Brahmaputra divisions of Assam; Deltaic Bengal, Central Bengal, the Bengal Hills and Orissa, and light unimportant showers in six other divisions, *vis.*, Malabar, South Central Madras, the centre and east of the Central Provinces, the Baluchistan Hills, and the north of the East Coast. In all other parts of the country the weather has been rainless. The rainfall of the week exceeded the normal average in East Bengal, all the Assam divisions, Deltaic and Central Bengal and the Bengal Hills. The excess amounted to nearly one inch in East Bengal and to about half an inch in Assam.

The only noteworthy totals recorded during the week at individual rain-gauge stations were as follow :—

	Inches.
Chandpur—Comillah	3'23
Munshigunj--Dacca	2 47
Sylhet	3'05
Sibsagar	3'21
Contai—Midnapore	3'20
Burawan	2'45



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING 4TH MARCH, 1899.			RAINFALL DATA FROM FEBRUARY 26TH TO MARCH 4TH, 1899.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, 26th Feb- ruary to 4th March	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA . . .	1. Tenasserim . . .	0	0	0	0	0	0
	2. Lower Burma Deltaic . . .	0	0'05	-0'05	0	0'05	- 100
	3. Central do. . .	0	0	0	0	0	0
	4. Upper do. . .	0	0'09	-0'09	0	0'09	- 100
	5. Arakan . . .	0	0'07	-0'07	0	0'07	- 100
BENGAL AND ASSAM	6. Eastern Bengal . . .	1'48	0'50	+0'98	1'48	0'50	+ 196
	7. Assam Surma . . .	1'59	1'03	+0'56	1'59	1'03	+ 54
	8. Do. Hills . . .	1'12	0'56	+0'56	1'12	0'56	+ 100
	9. Do. Brahmaputra . . .	0'71	0'41	+0'30	0'71	0'41	+ 73
	10. Deltaic Bengal . . .	0'72	0'46	+0'26	0'72	0'46	+ 57
	11. Central do. . .	0'25	0'15	+0'10	0'25	0'15	+ 67
	12. North do. . .	0	0'09	-0'09	0	0'09	- 100
	13. Bengal Hills . . .	0'20	0'12	+0'08	0'20	0'12	+ 50
	14. Orissa . . .	0'11	0'15	-0'04	0'11	0'15	- 27
	15. Chota Nagpur . . .	0	0'13	-0'13	0	0'13	- 100
	16. South Bihar . . .	0	0'04	-0'04	0	0'04	- 100
	17. North do. . .	0	0'03	-0'03	0	0'03	- 100
	18. North-Western Provin- ces East . . .	0	0'04	-0'04	0	0'04	- 100
	19. South Oudh . . .	0	0'01	-0'01	0	0'01	- 100
	20. North do. . .	0	0'02	-0'02	0	0'02	- 100
	21. North-Western Provin- ces Central . . .	0	0'03	-0'03	0	0'03	- 100
	22. North-Western Provin- ces West . . .	0	0'06	-0'06	0	0'06	- 100
	23. North-Western Provin- ces East Submon- tane . . .	0	0'08	-0'08	0	0'08	- 100
NORTH-WESTERN PROVINCES AND OUDH.	24. North-Western Provin- ces West Submon- tane . . .	0	0'11	-0'11	0	0'11	- 100
	25. North-Western Provin- ces Hills . . .	0	0'53	-0'53	0	0'53	- 100
	26. South-East Punjab . . .	0	0'08	-0'08	0	0'08	- 100
	27. South do. . .	0	0'07	-0'07	0	0'07	- 100
	28. Central do. . .	0	0'17	-0'17	0	0'17	- 100
	29. Punjab Submontane . . .	0	0'20	-0'20	0	0'20	- 100
	30. Do. Hills . . .	0	0'07	-0'07	0	0'07	- 100
	31. North Punjab . . .	0	0'34	-0'34	0	0'34	- 100
	32. West do. . .	0	0'09	-0'09	0	0'09	- 100
	33. Malabar . . .	0'04	0'07	-0'03	0'04	0'07	- 43
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS)	34. Madras South-Central . . .	0'01	0'09	-0'08	0'01	0'09	- 89
	35. Coorg . . .	0	0'10	-0'10	0	0'10	- 100
	36. Mysore . . .	0	0'01	-0'01	0	0'01	- 100
	37. Konkan . . .	0	0	0	0	0	0
	38. Bombay Deccan . . .	0	0'02	-0'02	0	0'02	- 100
	39. Hyderabad North . . .	...	...	...	...	...	...
	40. Khandesh . . .	0	0'01	0'01	0	0'01	- 100
	41. Berar . . .	0	0'06	0'06	0	0'06	- 100
	42. Central Provinces West . . .	0	0'05	-0'05	0	0'05	- 100
	43. Central Provinces Central . . .	0'01	0'06	-0'05	0'01	0'06	- 83
CENTRAL PROV- INCES AND BERAR	44. Central Provinces East . . .	0'01	0'09	-0'08	0'01	0'09	- 89
	45. Gujarat . . .	0	0	0	0	0	0
	46. Kathiawar . . .	0	0'04	-0'04	0	0'04	- 100
	47. Sind . . .	0	0'07	-0'07	0	0'07	- 100
	48. Baluchistan Hills . . .	0'02	0'62	-0'60	0'02	0'62	- 97
	49. Central India East . . .	0	0'06	-0'06	0	0'06	- 100
	50. Rajputana East, Cen- tral India West . . .	0	0'03	-0'03	0	0'03	- 100
	51. West Rajputana . . .	0	0'08	-0'08	0	0'08	- 100
	52. East Coast North . . .	0'06	0'06	0	0'06	0'06	0
	52-A. Do. do. (a) . . .	0	0'18	-0'18	0	0'18	- 100
BOMBAY (NORTH)	53. Hyderabad South . . .	0	0'02	-0'02	0	0'02	- 100
	54. Madras Central . . .	0	0	0	0	0	0
	55. East Coast Central . . .	0	0'02	-0'02	0	0'02	- 100
	56. Do. South . . .	0	0'03	-0'03	0	0'03	- 100
	57. Madras South . . .	0	0'18	-0'18	0	0'18	- 100
RAJPUTANA AND CENTRAL INDIA.							
MADRAS							

W. L. DALLAS,

Asst. Meteorological Reporter  
to the Government of India.

SIMLA, the 9th March 1899.

T. W. HOLDERNESS,

Secretary to the Government of India.

GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE 1st HALF OF FEBRUARY 1898 AND 1899.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Burma—*</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	30'63	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	24'52	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	26'83	...	50'38	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	...	...	26'67	...	36'36	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	30'05	...	...	...	...	...	...	...	...	...
Bassein . . . . .	...	...	27'95	...	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Heenzada . . . . .	...	...	24'07	...	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	28'07	...	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	...	...	31'23	...	27'30	...	...	...	...	...	4'55	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	32'49	...	...	...	...	...	...	...	14'82	...
<i>Arakan—</i>												
Kyaukpyu . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	25'81	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brahmaputra—</i>												
Goalpara . . . . .	13'75	17'5	25	33'75	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	...	31'25	...	...	...	...	...	...	...	...
<b>Bengal—*</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	25	32'5	...	...	...	...	...	...	...	...
Dacca . . . . .	...	...	23'12	32'5	27'5	48'75	...	...	15	30	...	...
<i>Deltaic—</i>												
Midnapur . . . . .	...	...	23'12	30	...	...	...	...	...	...	...	...
Calcutta . . . . .	...	...	30	45	30	41'87	...	...	20	30	20	25
<i>Central—</i>												
Bardwan . . . . .	...	...	22'5	29'06	28'75	45	...	...	...	...	...	...
Fabna . . . . .	...	...	21'25	34'06	24'22	50	...	...	11'25	21'87	...	...
<i>Northern—</i>												
Rangpur . . . . .	...	...	25	30	30	50	...	...	...	...	...	...
<i>Orissa—</i>												
Cuttack . . . . .	...	...	22'66	24'37	31'87	45'31	...	...	...	...	...	...
<i>Bihar, south—</i>												
Patna . . . . .	...	...	18'12	25'94	20	30	...	...	...	...	16'25	20
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	22'06	26'25	22'66	35	...	...	13'28	35	...	...
Muzaffarpur . . . . .	...	...	26'50	28'54	25	36'25	...	...	15'04	20	...	...
<b>N.-W. Provinces—</b>												
<i>Eastern—</i>												
Benares . . . . .	14'69	22'34	25'47	36'61	24'45	35'73	29'79	43'59	16'56	24'06	15'88	21'84
<i>Central—</i>												
Cawnpore . . . . .	15'00	19'53	26'2	36'35	24'58	32'66	27'13	35'57	15'68	18'8	15'99	16'18
Jhansi . . . . .	14'69	21'09	32'03	39'01	26'15	34'06	30'94	40'21	14'53	17'97	14'22	17'97
<i>Western—</i>												
Meerut . . . . .	...	...	33'33	...	23'54	33'33	27'6	...	...	...	...	...
Agra . . . . .	...	...	37'5	40	24'37	34'37	29'37	...	15	19'84	15'31	19'53
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	...	...	27'08	...	23'18	30'73	...	...	13'8	...	...	...
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow . . . . .	13'8	21'04	28'54	36'2	14'58	32'13	28'54	36'35	13'8	20'52	13'8	19'27
<i>Northern—</i>												
Fyzabad . . . . .	15'31	...	33'33	...	22'81	33'33	...	...	...	23'49	13'75	21'04

\* The figures under "Rice, husked" represent the prices of common rice.



(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAGI.		MAIZE.		GRAM.		ARHAR DÁL.		GHI.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
												Burma—
												Tenasserim—
												Mergui.
						57'64						Tavoy.
						35'75		50'38				Moulmein and Amherst.
												Pegu (deltaic)—
						28'07		37'66				Rangoon.
												Thongwa.
						37'88						Bassein.
												Pegu (inland)—
								60'42				Henzada.
						32'31						Toungoo.
												Upper Burma—
				9'86		18'39		37'88				Mandalay.
												Bamo.
						20		55'63				Pakölku.
												Arakan—
						38'09		53'33				Kyaukpyu.
												Akyab.
												Assam—
												Brahmaputra—
												Goalpara.
												Gauhati.
												Bengal—
						30	50	41'25		400	400	Eastern—
						23'75	38'75	25	45	420	350	Chittagong.
												Dacca.
										320	330	Deltaic—
												Midnapur.
22'5	25			13'75	25'62	25	43'75	32'5	37'5	330	320	Calcutta.
						18'75	45	28'75	40	310	300	Central—
						24'00	50	31'25	37'5	520	380	Bardwan.
												Pabna.
				15	22'5	20	45	40	70	360	300	Northern—
												Rangpur.
						21'72	27'81	19'06	24'37	360	335	Orissa—
												Cuttack.
				11'87	18'44	15	35'62	21'25	26'56	280	260	Bihar, south—
												Patna.
				14'23	18'75	18'59	45	30'16		320	320	Bihar, north—
		14'53	15'94	16'56	20	15'94		25	50	304'69	266'56	Bhagalpur.
												Muzaffarpur.
												N.-W. Provinces—
												Eastern—
17'3	24'06			13'83	21'67	16'41	35'73	24'37	40'73	314'79	297'97	Benares.
16'3	18'59			14'27	17'07	17'4	30'78	21'93	47'08	278'28	255'99	Central—
16'09	19'11			12'34	16'72	16'04	31'35	22'34		266'56	240	Cawnpore.
												Jhansi.
				14'79		20	33'33			297'66		Western—
												Meerut.
17'19	20			13'75		17'5	35'62	23'12	50	275	266'56	Agra.
16'04	22'5					18'75		16'62		295	265	Submontane, west—
												Shahjahanpur.
												Oudh—
16'67	29'06			13'8	19'58	20'47	39'06	22'19		310	285	Southern—
												Lucknow.
				14'69	20'78	19'06	33'33	20		295	256'25	Northern—
												Fyzabad.

## WHOLESALE PRICES FOR THE 1st HALF OF FEBRUARY 1898 AND 1899—continued.

DISTRICTS.	GŪR.		SALT.		TOBACCO LEAF.		TURMERIC.		GRASS.		STRAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	10'06	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	23'71	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	23'09	...	...	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	...	...	19'05	...	...	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	20'59	...	...	...	...	...	...	...	...	...
Bassein . . . . .	...	...	22'61	...	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Henzada . . . . .	...	...	34'07	...	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	27'01	...	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	...	...	20'65	...	...	...	...	...	...	...	...	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	24'71	...	...	...	...	...	...	...	...	...
<i>Arakan—</i>												
Kyaukpyu . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	38'09	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brahmaputra—</i>												
Goalpara . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	35	37'5	100	100	...	...	...	...	...	...
Dacca . . . . .	...	...	35'62	37'5	70	65	...	...	2'5	2'3	...	...
<i>Deltaic—</i>												
Midnapur . . . . .	...	...	35	36'25	60 and 82'5	47'5 and 62'5	...	...	...	...	1'56	1'3
Calcutta . . . . .	...	...	33'75	35	60	65	...	...	8'38	6'85	6'25	6'56
<i>Central—</i>												
Bardwan . . . . .	...	...	33'12	33'75	...	...	...	...	...	...	1'87	2'81
Palna . . . . .	...	...	38'75	38'12	75	70	...	...	...	...	7'5	10
<i>Northern—</i>												
Rangpur . . . . .	...	...	40	40	80	60	...	...	3'75	1'17(a)	5	1'17(a)
<i>Orissa—</i>												
Cuttack . . . . .	...	...	30	31'25	45	80	...	...	5'57	5'56	5'75	2'81
<i>Bihār, south—</i>												
Patna . . . . .	...	...	35	36'25	30	30	...	...	2'5	3'12	2'5	3'75
<i>Bihār, north—</i>												
Bhāgalpur . . . . .	...	...	37'5	38'75	40	42'5	...	...	...	...	...	...
Muzaffarpur . . . . .	...	...	34'69	36'25	100	100	...	...	...	...	...	...
<b>N.W. Provinces—</b>												
<i>Eastern—</i>												
Benares . . . . .	28'07	37'5	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Cawnpore . . . . .	33'33	38'07	...	...	52'5	65	115	100	...	...	...	...
Jhānsi . . . . .	40	...	...	...	...	...	...	...	...	...	...	...
<i>Western—</i>												
Meerut . . . . .	28'54	...	...	...	...	...	...	...	...	...	...	...
Agra . . . . .	37'5	38'12	...	...	40 to 80	...	100	...	5	...	3'33	...
<i>Submontane, west—</i>												
Shahjāhānpur . . . . .	30'05	...	...	...	...	...	...	105 and 110	...	...	...	...
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow . . . . .	19'61	40	...	...	72'5	75	...	...	3'33	4'17	...	5
<i>Northern—</i>												
Fyzabad . . . . .	28'59	...	...	...	...	...	...	...	...	2'81	...	...

(a) Per bundle.



(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

JAWAR STALKS.		BHUSA.		SHEEP, PER SCORE.		GOATS, PER SCORE.		PLOUGH BULLOCKS, PER PAIR.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
										Burma— <i>Tenasserim</i> — Mergui. Tavoy. Moulmein and Amherst.
										Pegu ( <i>deltatic</i> )— Rangoon.
										Thongwa.
										Bassein.
										Pegu ( <i>inland</i> )— Henzada. Toungoo.
										Upper Burma— Mandalay. Bamo. Palokkku.
										Arakan— Kyaukpyu. Akyab.
										Assam— <i>Brahmaputra</i> — Goalpara. Gauhati.
										Bengal— <i>Eastern</i> — Chittagong. Dacca.
										<i>Deltatic</i> — Midnapur.
										Calcutta.
										Central— Bardwan. Fahna.
										Northern— Rangpur.
										Orissa— Cuttack.
										<i>Bihdr, south</i> — Patna.
										<i>Bihdr, north</i> — Bahgalpur. Muzaffarpur.
										N.-W. Provinces— <i>Eastern</i> — Benares.
										<i>Central</i> — Cawnpore. Jhansi.
										<i>Western</i> — Meerut.
3'33				60	60			80 to 100		Agra.
				40 to 90	40 to 90			25 to 50	25 to 50	<i>Submontane, west</i> — Shahjahanpur.
	3'12			35	35					Oudh— <i>Southern</i> — Lucknow.
								30	25	<i>Northern</i> — Fyzabad.

## WHOLESALE PRICES FOR THE 1st HALF OF FEBRUARY 1898 AND 1899—continued.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Rajputana—</b>												
<i>Eastern—</i>												
Ajmere . . . . .	33'33	33'33	...	...	30'78	39'06	...	...	22'19	25	19'06	22'19
<b>Panjab—</b>												
<i>Southern—</i>												
Ferozpur . . . . .	15'36	21'87	40	90	23'59	30'62	25'62	36'25	13'33	21'25	15'99	21'87
<i>Central—</i>												
Lahore . . . . .	16'98	23'12	33'33	42'08	22'08	30'47	25'31	35'16	13'65	20'32	16'35	21'67
<i>South-eastern—</i>												
Delhi . . . . .	20	25	30'78	36'35	23'54	36'35	26'67	41'04	15'36	20	17'08	19'06
<i>Submontane—</i>												
Amritsar . . . . .	17'03	25	32'66	45'73	20'78	29'06	25'91	34'06	...	...	17'4	...
<i>Northern—</i>												
Rawalpindi . . . . .	16'67	20	47'65	50	23'44	28'12	25'94	30'16	14'69	16'67	13'44	19'06
<i>Western—</i>												
Multan . . . . .	12'19	15'99	24'22	37'97	24'58	35'57	30'16	37'97	14'84	19'05	13'33	12'24
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	...	...	44'06	...	39'69	...	...	...	25	...	24'37
Shikarpur . . . . .	...	...	...	...	25'31	35'21	...	...	...	22'5	14'06	22'81
Quetta . . . . .	...	...	...	...	25 to 30	40	60	65	21'25	27'5	17'5	25
<b>Bombay—</b>												
<i>Deccan—</i>												
Dharwar . . . . .	...	...	...	...	26'41	...	...	...	...	...	...	...
Sholapur . . . . .	...	...	...	...	...	...	...	...	...	...	13'54	...
Poona . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Khandesh—</i>												
Ahmadnagar . . . . .	36'35	...	...	...	...	...	...	...	...	...	15'73	...
Dhulia . . . . .	...	...	...	...	31'25	...	...	...	...	...	14'79	...
<i>Gujarat—</i>												
Surat . . . . .	...	...	...	...	31'35	...	...	...	...	...	19'27	28'07
Ahmadabad . . . . .	22'5	31'25	...	...	...	57'5	...	...	...	...	...	...
<b>Central Provinces—</b>												
<i>Western—</i>												
Nagpur . . . . .	...	...	29	28	29	34'5	33'31	52	...	...	17'37	21'5
<i>Central—</i>												
Jubbulpore . . . . .	20	...	21'62	27'56	27'56	33'31	30'75	40	...	...	16'69	19'06
<i>Eastern—</i>												
Raipur . . . . .	16	...	21'25	28	23'75	38	29	50	...	...	...	...
<b>Berar—</b>												
Basim . . . . .	...	...	...	...	35'19	57'41	...	...	...	...	12'5	20'67
Ellichpur . . . . .	...	...	66'67	66'67	36'36	61'5	44'44	66'66	...	...	14'81	22'22
Amraoti . . . . .	...	...	40	40	36'36	50	44'44	56'87	...	...	13'33	20
<b>Madras—</b>												
<i>South, central—</i>												
Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	21	30'6
Salem . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	14'3	25
Cuddapah . . . . .	17'8	27'9	34'1	47	...	...	...	...	...	...	15'8	27'2
Karnul . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>East Coast, central—</i>												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>East Coast, south—</i>												
Madras . . . . .	17'6	29'7	36'6	54'8	...	...	...	...	...	...	...	...
Tanjore . . . . .	15'5	28'7	26'7	47'1	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Southern—</i>												
Madura . . . . .	...	...	...	...	...	...	...	...	...	...	21'1	30'5
<b>Mysore—</b>												
Mysore . . . . .	18'15	26'47	33'82	43'88	35'26	50'94	64'46	54'85	...	...	...	18'29
Bangalore . . . . .	13'5	19'6	38'5	54'87	38'25	54'48	48	54'88	...	...	15'87	23'51



(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAGI.		MAIZE.		GRAM.		ARHAR DÁL.		GHI.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
24'06	24'06	...	...	20	21'56	20'56	40	...	...	320	305	Rajputana— Eastern— Ajmere.
20	20'94	...	...	12'5	21'56	16'87	29'06	36'35	57'5	310	320	Panjab— Southern— Ferozpur.
18'12	21'87	...	...	13'49	22'4	18'59	31'09	33'33	52'45	320	305	Central— Lahore.
19'06	19'06	...	...	14'79	20	20	33'33	27'6	47'03	312'81	310	South-eastern— Delhi.
...	...	...	...	12'5	21'61	16'3	29'06	...	...	...	...	Submontane— Amritsar.
18'12	22'19	...	...	15'94	18'18	18'12	28'12	33'33	60'36	290'94	278'28	Northern— Rawalpindi.
16'67	22'24	...	...	13'33	23'49	20'83	32'66	...	...	320	320	Western— Multan.
20'88	27'03	...	...	...	...	25	38'12	...	60	355	300	Sind and Baluchistan— Karachi.
17'34	22'5	...	...	...	...	22'19	34'06	...	...	309'37	310	Shikarpur.
...	...	...	...	22'5	30	...	...	40	...	320	330	Quetta.
...	...	...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dharwar.
15'99	...	...	...	...	...	20'68	...	...	...	...	...	Sholapur.
21'35	...	...	...	...	...	26'82	32'6	...	...	...	...	Poona.
...	...	...	...	...	...	...	...	...	...	...	...	Khandesh— Ahmadnagar.
19'53	...	...	...	...	...	...	...	...	...	...	...	Dhulia.
21'61	29'53	...	...	...	...	...	...	...	...	...	...	Gujarat— Surat.
...	25	...	...	...	...	...	...	...	...	...	...	Ahmadabad.
...	...	...	...	...	...	20	39	24	28	333'31	318	Central Provinces— Western— Nagpur.
...	...	...	...	...	...	17'37	32	25	50	260	250	Central— Jubbulpore.
...	...	...	...	...	...	17'5	30	20	30	265	265	Eastern— Raipur.
...	...	...	...	...	...	...	...	...	...	...	...	Berar— Basim.
20	40	...	...	...	...	23'53	40	25	30'75	360	320	Ellichpur.
16'67	27'5	...	...	...	...	23'44	44'37	25	30'78	280	300	Amraoti.
...	...	...	...	...	...	...	...	...	...	...	...	Madras— South, central— Coimbatore.
18'9	23'8	...	...	...	...	37'2	56'9	...	...	350'4	400	Salem.
...	...	19'6	24'2	...	...	...	...	22'1	28'6	299'7	334'1	Central— Bellary.
...	...	...	...	...	...	25	48	17'7	...	253'6	364'6	Cuddapah.
18'4	23'5	...	...	...	...	...	...	...	...	238'4	300	Karnul.
...	...	...	...	...	...	...	...	...	...	...	...	East Coast, central— Nellore.
...	...	18'6	29'5	...	...	...	...	16'1	37'3	...	...	East Coast, south— Madras.
...	...	...	...	...	...	27'6	59'8	...	...	183'9	329'1	Tanjore.
...	...	16'2	26	...	...	...	...	...	...	...	...	Trichinopoly.
...	...	...	...	...	...	...	...	25'6	28'9	...	...	Southern— Madura.
...	...	22'53	22'53	...	...	11'76	27'71	61'71	74'06	354	346'62	Mysore— Mysore.
...	...	15'87	23'51	...	...	16'69	35'28	47'25	50'13	359'5	411'3	Bangalore.

## WHOLESALE PRICES FOR THE 1st HALF OF FEBRUARY 1898 AND 1899—concluded.

DISTRICTS.	GUR.		SALT.		TOBACCO LEAF.		TURMERIC.		GRASS.		STRAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Rajputana—</b>												
<i>Eastern—</i>												
Ajmere . . . . .	47'81	47'81	...	...	...	...	...	...	10	5	10	5
<b>Panjab—</b>												
<i>Southern—</i>												
Ferozpur . . . . .	...	...	...	...	50	50	133'33	110	3'28	5	3'28	5'62
<i>Central—</i>												
Lahore . . . . .	...	...	...	...	53'33	57'13	110'31	123'07	8'02	10	4'43	5
<i>South-eastern—</i>												
Delhi . . . . .	...	...	...	...	80	80	123'07	114'27	7'97	6'67	7'97	10
<i>Submontane—</i>												
Amritsar . . . . .	...	...	...	...	40	...	...	...	8'02	...	4'43	6'15
<i>Northern—</i>												
Rawalpindi . . . . .	...	...	...	...	40	40	133'33	100	4'01	5	5	6'15
<i>Western—</i>												
Multan . . . . .	...	...	...	...	100	100	153'28	133'33	6'15	3'33	5	5'62
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	65	...	...	...	100	110	106'25	...	...	...	...
Shikarpur . . . . .	36'25	47'5	...	...	...	...	...	...	...	...	...	...
Quetta . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bombay—</b>												
<i>Deccan—</i>												
Dharwar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Sholapur . . . . .	52'86	...	...	...	...	...	...	...	...	...	...	...
Poona . . . . .	51'41	...	...	...	...	...	...	...	...	...	...	...
<i>Khandesh—</i>												
Ahmadnagar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Dhulia . . . . .	66'67	...	...	...	...	...	...	...	...	...	...	...
<i>Gujarat—</i>												
Surat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ahmadabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
<i>Western—</i>												
Nagpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Jubbulpore . . . . .	...	...	39	38'56	60	60	140	110	...	...	...	...
<i>Eastern—</i>												
Raipur . . . . .	...	...	41	43	114	200	105	95	...	...	...	...
<b>Berar—</b>												
Basim . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ellichpur . . . . .	...	...	...	...	200	320	130	76'25	4	4	...	...
Amraoti . . . . .	...	...	...	...	120	206	140	120	31(a)	25(a)	...	...
<b>Madras—</b>												
<i>South, central—</i>												
Coimbatore . . . . .	57'6	81'9	...	...	...	...	...	131'3	...	...	...	...
Salem . . . . .	...	...	...	...	119'8	...	85'7	58'2	...	...	5'8	6'3
<i>Central—</i>												
Bellary . . . . .	35'7	44'2	...	...	...	...	...	...	...	...	...	...
Cuddapah . . . . .	...	...	...	...	...	...	82'3	66'7	...	...	...	...
Karnul . . . . .	...	...	...	...	52'7	66'7	65'8	92'3	...	...	...	...
<i>East Coast, central—</i>												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	2'9	5'1
<i>East Coast, south—</i>												
Madras . . . . .	55'9	57'6	...	...	139'9	131'7	98'8	57'6	...	...	...	...
Tanjore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	118'3	118'3	...	...	...	...	...	...
<i>Southern—</i>												
Madura . . . . .	...	...	...	...	106'8	114'3	...	...	...	...	4'3	5'4
<b>Mysore—</b>												
Mysore . . . . .	68'56	68'56	...	...	374	374	148'24	116'87	10'71	10'71	7'14	7'14
Bangalore . . . . .	45'81	55'60	...	...	351	342'75	179'81	85'69	9'06	3'5	10	13'71

(a) Per 100 pulleys weighing on an average 155 lbs.



The figures represent prices per ten maunds in rupees and decimals of a rupee.)

JAWAR STALKS.		BHUSA.		SHEEP, PER SCORE.		GOATS, PER SCORE.		PLOUGH BULLOCKS, PER PAIR.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
3'33	5	...	...	140	140	...	...	80	80	Rajputana— Eastern— Ajmere.
4'84	4'37	...	...	50	50	...	...	75	75	Panjab— Southern— Ferozpur.
...	...	...	...	100	100	...	...	112'5	105	Central— Lahore.
7'97	5	...	...	60	60	...	...	125	125	South-eastern— Delhi.
...	...	...	...	...	...	...	...	...	...	Submontane— Amritsar.
4'01	6'67	...	...	60	55	...	...	60	60	Northern— Rawalpindi.
6'67	4'01	...	...	50	50	...	...	70	70	Western— Multan.
...	...	...	...	...	...	...	...	...	...	Sind and Baluchistan— Karachi.
...	...	...	...	...	...	...	...	...	...	Shikarpur.
...	...	7'5	9'37	40 to 140	40 to 140	...	...	...	...	Quetta.
...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dharwar.
...	...	...	...	...	...	...	...	...	...	Sholsapur.
...	...	...	...	...	...	...	...	...	...	Poona.
...	...	...	...	...	...	...	...	...	...	Khandesh— Ahmadnagar.
...	...	...	...	...	...	...	...	...	...	Dhulia.
...	...	...	...	...	...	...	...	...	...	Gujarat— Surat.
...	...	...	...	...	...	...	...	...	...	Ahmadabad.
...	...	...	...	60	60	...	...	70	70	Central Provinces— Western— Nagpur.
...	...	...	...	40	35	...	...	42	27	Central— Jubbulpore.
...	...	...	...	...	...	...	...	...	...	Eastern— Raipur.
...	...	...	...	...	...	...	...	...	...	Berar— Basim.
3	3	...	...	50	50	...	...	60	60	Ellichpur.
3'5(a)	2'5(a)	...	...	55	50	...	...	90	90	Amraoti.
...	...	...	...	...	...	...	...	...	...	Madras— South, central— Coimbatore.
2'5	2'5	...	...	90	90	90	90	60	70	Salem.
...	...	...	...	80	80	80	80	...	...	Central— Bellary.
2'5	...	...	...	80	120	80	120	80	140	Cuddapah.
...	...	...	...	...	...	...	...	...	...	Karnul.
...	...	...	...	...	...	...	...	...	...	East Coast, central— Nellore.
...	...	...	...	55	55	55	55	...	...	East Coast, south— Madras.
...	...	...	...	80	...	80	...	...	...	Tanjore.
...	...	...	...	...	...	...	...	...	...	Trichinopoly.
...	...	...	...	...	...	...	...	40	41	Southern— Madura.
3'29	2'96	...	...	100	100	...	...	70	70	Mysore— Mysore.
...	...	...	...	160	160	...	...	130	120	Bangalore.

(a) Per 100 pulleys weighing on an average 748 lbs.

J. A. ROBERTSON,  
Offg. Director-General of Statistics.

H. H. RISLEY,  
Offg. Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT  
March 17, 1899.

GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE 1st HALF OF FEBRUARY 1899. (*The figures represent*

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU ( <i>Sorghum vulgare</i> ).		BAJRA OR CUMBU ( <i>Pennisetia spicata</i> ).	
					Best sort.		Common.					
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	...	...	11 8	11 8	12 14	12 14	...	...	...	...
Tavoy . . . . .	...	...	...	...	13 7	13 7	15 13	15 13	...	...	...	...
Moulmein and Amherst . . . . .	7 —	7 —	...	...	10 3	10 3	12 3	12 3	...	...	...	...
<i>Pegu (deltaic)—</i>												
Pegu . . . . .	...	...	...	...	10 2	10 2	14 3	14 3	...	...	...	...
Rangoon . . . . .	10 —	10 4	...	...	10 14	11 —	14 2	14 —	...	...	...	...
Thongwa . . . . .	...	...	...	...	11 2	11 5	11 15	11 15	...	...	...	...
Bassein . . . . .	...	...	...	...	11 14	12 7	13 9	12 15	...	...	...	...
<i>Pegu (inland)—</i>												
Therawadi . . . . .	...	...	...	...	11 11	11 11	14 —	14 —	...	...	...	...
Henzada . . . . .	...	...	...	...	10 11	10 11	14 15	14 15	...	...	...	...
Prome . . . . .	...	...	...	...	9 15	10 12	13 4	13 4	...	...	...	...
Toungoo . . . . .	...	...	...	...	12 2	11 3	13 8	12 6	...	...	...	...
Thayetmyo . . . . .	13 6	13 6	...	...	11 10	11 10	15 5	15 5	39 3	37 9	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	13 14	13 14	...	...	11 6	10 15	11 13	11 6	...	...	...	...
Bamo . . . . .	...	...	...	...	11 2	11 2	13 6	13 6	...	...	...	...
Pakokku . . . . .	...	...	...	...	10 10	10 10	9 13	12 5	27 —	27 —	...	...
Meiktila . . . . .	...	...	...	...	13 2	13 2	17 8	17 8	...	...	...	...
<i>Arakan—</i>												
Sandoway . . . . .	...	...	...	...	16 12	19 1	21 —	23 5	...	...	...	...
Kyaukpyu . . . . .	...	...	...	...	13 6	13 8	15 —	14 13	...	...	...	...
Akyab . . . . .	...	...	...	...	14 —	14 —	15 —	15 —	...	...	...	...
<b>Assam—</b>												
<i>Surma—</i>												
Sylhet . . . . .	...	...	...	...	14 8	14 8	16 —	16 —	...	...	...	...
Cachar . . . . .	8 —	8 —	...	...	8 —	8 —	15 31	15 31	...	...	...	...
<i>Hill tracts—</i>												
Khasi and Jaintia Hills . . . . .	5 61	5 6	...	...	5 2	5 4	7 2	7 4	...	...	...	...
Garo Hills . . . . .	...	...	...	...	5 —	5 —	20 —	21 —	...	...	...	...
Manipur . . . . .	...	...	...	...	32 —	30 —	38 —	35 —	...	...	...	...
<i>Brahmaputra—</i>												
Goalpara . . . . .	20 —	20 —	...	...	6 8	6 —	16 —	16 —	...	...	...	...
Kamrup . . . . .	10 —	10 —	...	...	10 —	10 —	16 —	16 —	...	...	...	...
Darrang . . . . .	8 —	8 —	...	...	12 —	11 8	15 —	14 8	...	...	...	...
Nowgong . . . . .	...	...	...	...	5 —	5 —	15 —	13 —	...	...	...	...
Sibsagar . . . . .	...	...	...	...	6 —	6 —	13 —	13 8	...	...	...	...
Lakhimpur . . . . .	8 —	8 —	...	...	6 —	6 —	13 8	13 —	...	...	...	...
<b>Bengal—</b>												
<i>Eastern hill tracts—</i>												
Naga Hills . . . . .	...	...	...	...	5 —	5 —	12 —	13 —	...	...	...	...
<i>Eastern—</i>												
Backerganj . . . . .	...	...	...	...	14 —	12 — and 14 —	14 4	13 — and 14 4	...	...	...	...
Noakhali . . . . .	...	...	...	...	10 10	10 10	15 12	15 12	...	...	...	...
Chittagong . . . . .	...	...	...	...	12 8	12 —	14 8	14 —	...	...	...	...
Tippera . . . . .	...	...	...	...	10 —	12 8	15 3	15 4	...	...	...	...
Dacca . . . . .	12 13	11 10	26 —	26 —	11 10	10 10	16 —	16 —	...	...	...	...
Maimensingh . . . . .	13 8	13 8	10 —	10 —	16 —	16 —	18 —	18 —	...	...	...	...
<i>Deltaic—</i>												
Khuina . . . . .	...	...	...	...	15 —	14 4	19 —	17 4	...	...	...	...
24 Parganas . . . . .	...	...	...	...	8 14	10 —	11 6	14 8	...	...	...	...
Midnapur . . . . .	10 —	11 4 and 12 8	...	...	10 — and 13 —	10 8 and 14 —	16 —	16 4	...	...	...	...
Howrah . . . . .	...	...	...	...	9 14 and 10 12	9 14 and 10 8	12 8 and 14 —	13 — and 14 12	...	...	...	...
Calcutta . . . . .	12 4	13 —	17 12	17 12	8 —	8 —	12 4	12 4	17 12	17 12	16 —	16 —
Hooghly . . . . .	14 —	14 —	...	...	8 —	8 —	14 —	14 —	...	...	...	...
Nadia (Krishnagarh) . . . . .	10 —	14 8	...	22 13	6 2	6 10	14 9	14 11	...	...	...	...
Jessore . . . . .	11 —	10 —	11 8	12 —	12 12	10 10	13 8	13 —	...	...	...	...
Faridpur . . . . .	18 —	17 —	20 —	20 —	6 —	7 —	21 —	19 —	...	...	...	...



*the number of sers (of 80 tolas) and chittacks sold for one rupee.)*

MARUA OR PAGI ( <i>Eleusine coro- cana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADJAN PRA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	...	...	...	...	...	...	15 —	15 —	Burma—
...	...	...	...	6 9	6 9	...	...	...	...	17 12	14 3	Tenasserim—
...	...	...	...	9 5	9 5	...	...	7 —	7 —	14 —	14 —	Mergui.
...	...	...	...	...	...	...	...	...	...	...	...	Tavoy.
...	...	...	...	...	...	...	...	...	...	...	...	Moulmein and Amherst.
...	...	...	...	11 2	11 2	20 8	20 8	9 —	9 —	14 —	14 3	Pegu (deltaic)—
...	...	...	...	13 —	13 8	...	...	10 —	9 8	19 8	19 8	Pegu.
...	...	...	...	...	...	...	...	...	...	16 1	16 1	Rangoon.
...	...	...	...	9 13	9 13	...	...	...	...	15 15	15 15	Thongwa.
...	...	...	...	...	...	...	...	...	...	...	...	Bassein.
...	...	...	...	8 8	8 8	...	...	...	...	14 4	14 4	Pegu (inland)—
...	...	...	...	...	...	...	...	5 11	5 11	10 —	10 —	Tharawadi.
...	...	...	...	9 2	9 14	...	...	9 6	9 6	14 3	14 3	Henzada.
...	...	...	...	11 6	9 12	...	...	...	...	11 6	11 6	Prome.
...	...	...	...	14 3	14 3	37 9	37 9	9 3	9 3	14 8	14 8	Toungoo.
...	...	...	...	...	...	...	...	...	...	...	...	Thayetmyo.
...	...	...	...	19 6	17 8	37 11	44 —	10 6	10 10	16 —	16 15	Upper Burma—
...	...	...	...	9 4	9 4	...	...	5 12	5 12	9 9	9 9	Mandalay.
...	...	...	...	15 —	16 5	...	...	6 —	6 —	14 3	14 3	Bamo.
...	...	...	...	17 8	17 8	56 14	56 14	5 —	5 —	14 4	14 4	Pakokku.
...	...	...	...	...	...	...	...	...	...	...	...	Meiktila.
...	...	...	...	...	...	...	...	...	...	9 1	7 7	Arakan—
...	...	...	...	...	...	...	...	...	...	21 13	21 14	Sandoway.
...	...	...	...	10 —	10 —	...	...	7 —	7 —	10 —	10 —	Kyaukpau.
...	...	...	...	...	...	...	...	...	...	...	...	Akyab.
...	...	...	...	...	...	...	...	...	...	...	...	Assam—
...	...	...	...	13 5	13 5	...	...	11 4	11 4	10 5	10 5	Surma—
...	...	...	...	10 10	10 10	...	...	8 —	8 —	8 —	8 —	Sylhet.
...	...	...	...	...	...	...	...	...	...	...	...	Cachar.
...	...	...	...	6 6	6 —	11 4	11 6	6 10	6 4	6 1	6 —	Hill tracts—
...	...	...	...	8 —	8 —	...	...	6 —	6 8	6 8	6 8	Khasi and Jaintia Hills.
...	...	...	...	...	...	...	...	3 —	3 —	4 —	4 —	Garo Hills.
...	...	...	...	...	...	...	...	...	...	...	...	Manipur.
...	...	...	...	14 —	13 8	...	...	10 —	10 —	10 —	10 —	Brahmaputra—
...	...	...	...	15 —	14 —	...	...	11 —	11 —	10 —	10 —	Goalpara.
...	...	...	...	11 —	11 —	...	...	9 —	9 —	10 —	10 —	Kamrup.
...	...	...	...	9 —	9 —	...	...	6 8	6 8	9 —	9 —	Darrang.
...	...	...	...	10 —	10 —	...	...	9 —	9 —	8 12	8 12	Nowgong.
...	...	...	...	12 —	12 —	...	...	8 —	8 —	8 —	8 —	Sibsagar.
...	...	...	...	...	...	...	...	...	...	...	...	Lakhimpur.
...	...	...	...	...	...	...	...	...	...	...	...	Bengal—
...	...	...	...	4 8	4 8	...	...	4 8	4 —	4 8	4 8	Eastern hill tracts—
...	...	...	...	...	...	...	...	...	...	...	...	Naga Hills.
...	...	...	...	13 —	13 —	...	...	...	...	10 —	10 —	Eastern—
...	...	...	...	12 8	12 8	...	...	...	...	9 —	9 —	Backerganj.
...	...	...	...	12 8	12 8	...	...	9 —	...	10 8	10 8	Noakhali.
...	...	...	...	...	...	...	...	...	...	8 —	8 —	Chittagong.
...	...	...	...	16 —	15 —	...	...	14 —	14 —	10 —	10 —	Tippera.
...	...	...	...	8 —	8 —	...	...	10 8	10 —	9 8	9 8	Dacca.
...	...	...	...	...	...	...	...	...	...	...	...	Maimensingh.
...	...	...	...	13 —	13 —	...	...	10 —	9 —	10 —	10 —	Deltaic—
...	...	...	...	17 12	18 —	...	...	14 8	14 —	10 10	10 11	Khulna.
...	...	...	...	...	...	...	...	...	...	...	...	24-Parganas.
...	...	...	...	16 —	16 —	...	...	13 —	12 12	10 8	10 8	Midnapur.
...	...	...	...	16 —	16 —	...	...	12 8	13 —	10 8	10 9	Howrah.
...	...	10 —	10 —	14 8	16 —	24 —	26 —	11 6	11 6	10 —	10 —	Calcutta.
...	...	...	...	10 —	16 —	...	...	11 —	12 —	10 8	10 8	Hooghly.
...	...	...	...	24 9	24 9	...	...	12 5	22 13	11 7	11 7	Nadia (Krishnagarh).
...	...	...	...	10 —	16 —	...	...	...	13 —	9 2	9 2	Jessore.
...	...	...	...	20 —	20 —	...	...	8 —	...	10 —	10 —	Faridpur.

## RETAIL PRICES FOR THE 1st HALF OF FEBRUARY 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR GUMBU (Pennisetum spicata).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.		Common.		Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
					Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.				
Bengal—continued.												
Central—												
Bankura . . . . .	13 12	13 12	...	...	13 4	13 2	18 12	18 12	...	...	...	...
Bardwan . . . . .	14 8	14 8	...	...	14 8	13 —	17 4	16 —	...	...	...	...
Birbhum . . . . .	13 8	13 8	...	...	15 —	12 —	18 —	18 —	...	...	...	...
Murshidabad . . . . .	16 — and 18 —	17 —	27 —	28 8	14 —	14 —	17 —	17 8	...	...	...	...
Santhal Parganas . . . . .	12 8	12 8	30 —	30 —	14 —	14 —	20 —	20 —	...	...	...	...
Patna . . . . .	16 8	16 8	22 8	22 8	7 —	7 —	18 12	18 12	...	...	...	...
Bogra . . . . .	16 8	18 12	...	...	13 8	15 —	21 —	22 8	...	...	...	...
Rajshahi . . . . .	18 —	16 8	22 8	24 —	12 —	12 —	17 4	17 4	...	...	...	...
Malda . . . . .	18 —	18 —	...	...	9 8	11 —	18 —	18 —	...	...	...	...
Northern—												
Rangpur . . . . .	12 —	12 —	...	...	9 4	10 —	16 —	15 12	...	...	...	...
Dinajpur . . . . .	16 —	16 —	16 —	16 —	14 6	13 —	20 —	20 —	...	...	...	...
Jalpaiguri . . . . .	13 —	13 —	...	...	5 —	5 —	16 —	16 —	...	...	...	...
Hills—												
Darjeeling . . . . .	9 —	9 —	10 —	10 —	5 8	5 8	15 —	14 —	...	...	...	...
Orissa—												
Puri . . . . .	10 8	10 8	...	...	7 14	8 —	17 1	18 4	...	...	...	...
Cuttack . . . . .	11 13	11 13	...	...	10 8	10 8	15 1	15 1	...	...	...	...
Balasore . . . . .	13 —	13 —	10 —	10 —	14 —	13 —	17 —	16 —	...	...	...	...
Chota Nagpur—												
Singbhum . . . . .	8 —	8 —	...	...	16 —	16 —	20 —	20 —	...	...	...	...
Manbhum . . . . .	14 —	14 —	16 —	16 —	15 —	14 —	22 —	20 —	...	22 —	...	...
Lohardaga . . . . .	8 8 to 13 8	9 — to 14 —	18 —	18 —	14 —	13 —	20 —	20 —	...	...	...	...
Palamau . . . . .	18 —	19 14	30 6	33 12	18 9	20 4	20 4	21 6	...	...	...	...
Hazaribagh . . . . .	13 4	13 —	21 —	22 —	8 —	7 —	18 —	17 12	...	...	...	...
Bihar, south—												
Monghyr . . . . .	16 8	16 —	...	...	11 9	11 —	16 13	16 —	...	...	...	...
Gaya . . . . .	17 —	18 —	26 4	30 —	9 8	10 —	17 —	18 8	21 —	22 —	...	...
Fatna . . . . .	19 —	20 —	35 —	30 —	14 —	16 —	21 —	20 —	24 —	23 —	...	...
Shahabad . . . . .	17 — to 18 —	17 — and 18 —	27 —	27 —	10 —	10 —	15 — to 18 —	15 — to 18 —	...	...	...	...
Bihar, north—												
Purnea . . . . .	16 —	16 —	...	...	16 —	15 —	18 —	18 —	...	...	...	...
Bhagalpur . . . . .	17 10	17 12	30 4	30 4	14 8	12 10	17 10	17 12	...	...	...	...
Darbhanga . . . . .	15 —	15 —	26 —	25 —	9 —	8 8	15 —	15 —	...	...	...	...
Muzaffarpur . . . . .	10 —	10 —	25 —	35 —	8 —	8 —	15 —	15 —	...	...	...	...
Saran . . . . .	17 —	18 —	30 —	30 —	11 —	11 —	16 —	17 —	29 —	29 —	...	...
Champaran . . . . .	15 —	16 —	21 8	21 8	0 8	7 —	15 —	15 8	...	...	...	...
N.-W. Provinces—												
Eastern—												
Mirzapur . . . . .	15 —	15 8	24 —	22 —	11 —	10 —	14 —	15 —	27 —	24 —	24 —	21 —
Benares . . . . .	15 7	15 7	23 —	24 15	8 6 1	8 7	14 11	15 2	24 5	24 1	21 12	21 12
Ghazipur . . . . .	10 6	15 12	21 6	22 12	7 4	7 —	13 14	12 12	19 14	24 8	20 4	21 6
Jaunpur . . . . .	16 8	16 8	24 —	20 8	7 —	6 4	10 8	10 —	...	20 8	...	...
Allahabad . . . . .	14 4	15 —	20 12	23 8	9 —	9 —	14 —	13 —	21 8	24 —	20 8	22 —
Central—												
Banda . . . . .	15 4	14 —	22 —	22 —	5 8	5 8	14 8	14 8	23 —	22 —	23 —	22 8
Fatehpur . . . . .	15 —	15 —	22 —	22 —	12 —	8 —	15 —	10 —	23 —	22 8	23 —	22 —
Hanumanpur . . . . .	14 8	14 —	22 —	21 8	7 —	7 —	12 8	12 —	25 —	23 —	23 —	23 —
Jalaun . . . . .	14 8	15 —	24 —	24 —	8 —	8 —	13 —	13 —	24 —	24 —	24 —	24 —
Cawnpore . . . . .	15 4	15 4	24 8	24 —	...	...	13 8	13 —	24 8	22 8	24 —	23 8
Jaunsi . . . . .	15 —	14 8	27 —	27 4	7 12	7 12	14 4	12 4	17 12	20 4	24 8	26 —
Etawah . . . . .	10 12	10 2	23 8	24 4	5 —	5 —	13 —	13 —	20 8	24 12	24 12	24 4
Farukhabad . . . . .	17 11	18 1	28 10	37 4	4 12	4 12	14 5	12 4	24 8	24 8	24 8	25 14
Mainpuri . . . . .	18 4	18 2	28 8	27 8	...	...	11 —	11 —	25 4	24 8	28 12	27 8
Etah . . . . .	18 4	19 —	33 8	33 8	4 8	4 8	13 8	15 6	29 8	31 8	28 4	28 4
Western—												
Meerut . . . . .	16 —	17 8	24 —	24 —	5 —	5 —	12 —	12 —	24 —	24 —	21 —	21 —
Agra . . . . .	16 8	17 —	20 —	27 —	8 —	8 —	12 —	12 —	25 —	27 —	23 —	23 —
Muttra . . . . .	16 14	17 4	27 12	29 —	7 4	6 4	12 12	11 12	27 2	28 4	24 2	24 2
Aligarh . . . . .	17 —	18 —	20 —	31 —	4 6	5 —	...	...	20 —	23 —	22 8	25 4
Bumanshahr . . . . .	17 —	18 12	29 —	31 8	5 —	5 —	12 —	12 —	27 4	29 12	24 —	25 12
Submontane, east—												
Ballia . . . . .	16 8	16 8	25 —	25 —	6 8	6 8	15 —	15 —	26 —	25 —	26 —	20 —
Asargharh . . . . .	16 8	16 8	24 8	24 —	4 7	4 7	10 10	10 10	25 1	25 1	...	...
Gorakhpur . . . . .	17 9	19 13	24 10	20 13	13 15	14 6	16 3	10 10	20 2	20 4	23 5	23 6
Basti . . . . .	19 8	20 8	25 —	25 —	14 14	15 —	15 —	15 8	...	...	...	...



represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MAHUA OR RAGI (Eleusine coracana).		KANKRI OR KAKRI, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, KADALAY OR BUNAGA (Cicer aristinum).		MAIZE (Zea Mays).		ARHAR, OR THUR, CADIAN PRA (Cajanus tenuis).		SALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	15 —	15 —	...	...	12 —	12 —	10 —	10 —	Bengal—continued.
...	...	...	...	21 5	20 —	...	...	14 —	14 4	12 —	12 —	Central— Bankura.
...	...	...	...	18 —	18 —	...	...	13 8	13 8	10 8	10 8	Bardwan.
...	...	...	...	27 —	26 8	...	...	17 —	...	12 —	11 9	Birbhum.
...	...	...	...	17 —	18 —	30 —	36 —	23 8	24 —	10 —	10 —	Murshidabad.
...	...	...	...	16 8	16 8	...	...	12 8	12 8	9 12	9 12	Santhal Parganas.
...	...	...	...	16 8	15 12	...	...	9 12	...	9 12	9 12	Pabna.
...	...	...	...	24 —	24 —	...	...	27 12	24 — and 32 —	9 12	9 12	Bogra.
...	...	...	...	22 —	22 —	...	...	14 —	15 — { 9 8 and 10 —	10 —	10 —	Rajshahi.
...	...	...	...	20 —	16 —	24 —	24 —	10 —	9 —	10 —	9 —	Malda.
...	...	...	...	19 —	19 —	...	...	13 —	...	10 10	10 10	Northern— Rangpur.
...	...	...	...	17 —	17 —	...	...	12 —	12 —	10 —	10 —	Dinajpur.
16 —	17 —	...	...	10 —	10 —	26 —	22 —	8 —	8 —	8 —	8 —	Jalpaiguri.
...	...	...	...	14 7	15 —	...	...	7 14	17 2	13 —	13 2	Hills— Darjeeling.
...	...	...	...	17 11*	17 11*	...	...	19 11	19 11	10 12	10 12	Orissa—
...	...	...	...	13 —	13 —	...	...	10 8	10 8	11 4	11 8	Puri.
...	...	...	...	9 —	9 —	...	...	10 —	10 —	7 —	7 —	Cuttack.
...	...	...	...	17 —	17 —	28 —	...	14 —	22 —	10 —	10 —	Balasore.
...	...	...	...	10 —	10 —	26 —	27 —	11 —	12 —	9 —	9 —	Chota-Nagpur—
35 —	32 —	...	...	21 —	22 —	30 6	38 2	16 14	23 10	9 4	9 8	Singbhum.
33 12	38 2	...	...	23 10	24 12	30 6	38 2	16 14	23 10	9 4	9 8	Mandham.
26 —	26 8	...	...	20 —	21 —	23 —	23 —	22 —	20 —	9 8	9 —	Lohardaga.
...	...	...	...	28 —	20 —	37 —	31 —	13 —	19 —	10 —	10 —	Palamu.
...	...	...	...	26 —	27 —	29 —	30 —	15 4	16 —	10 —	10 —	Hazaribagh.
...	...	...	...	26 —	26 —	32 —	34 —	18 —	18 —	11 —	11 —	Bihar, south—
...	...	...	...	24 —	24 —	28 —	28 —	...	...	10 12	10 12	Monghyr.
...	...	...	...	25 —	25 —	...	...	...	...	10 12	10 12	Gaya.
...	...	...	...	16 —	16 —	...	...	11 —	10 —	10 8	10 8	Patna.
...	...	...	...	21 8	21 8	28 —	30 4	13 4	12 8	10 —	10 —	Shahabad.
...	...	...	...	20 —	20 —	24 —	26 8	10 —	16 —	10 8	10 8	Bihar, north—
25 —	25 —	...	...	25 —	25 —	24 —	27 8	10 —	25 —	11 8	11 8	Purnea.
27 8	27 8	...	...	24 —	24 —	24 8	26 —	18 —	18 —	10 12	10 12	Bhagalpur.
24 —	28 —	16 —	14 —	20 8	21 —	23 8	25 8	15 —	21 8	10 8	10 8	Darbhanga.
...	...	...	...	20 8	21 —	23 8	25 8	15 —	21 8	10 8	10 8	Muzaffarpur.
...	...	...	...	...	...	...	...	...	...	...	...	Saran.
...	...	...	...	...	...	...	...	...	...	...	...	Champaran.
...	...	...	...	...	...	...	...	...	...	...	...	N.-W. Provinces—
...	...	...	...	...	...	...	...	...	...	...	...	Eastern—
...	...	...	...	...	...	...	...	...	...	...	...	Mirzapur.
...	...	...	...	...	...	...	...	...	...	...	...	Benares.
...	...	...	...	...	...	...	...	...	...	...	...	Ghazipur.
...	...	...	...	...	...	...	...	...	...	...	...	Jaunpur.
...	...	...	...	...	...	...	...	...	...	...	...	Allahabad.
...	...	...	...	...	...	...	...	...	...	...	...	Central—
...	...	...	...	...	...	...	...	...	...	...	...	Banda.
...	...	...	...	...	...	...	...	...	...	...	...	Fatehpur.
...	...	...	...	...	...	...	...	...	...	...	...	Hamirpur.
...	...	...	...	...	...	...	...	...	...	...	...	Jalaun.
...	...	...	...	...	...	...	...	...	...	...	...	Cawapore.
...	...	...	...	...	...	...	...	...	...	...	...	Jhansi.
...	...	...	...	...	...	...	...	...	...	...	...	Etawah.
...	...	...	...	...	...	...	...	...	...	...	...	Farukhabad.
...	...	...	...	...	...	...	...	...	...	...	...	Mainpuri.
...	...	...	...	...	...	...	...	...	...	...	...	Etah.
...	...	...	...	...	...	...	...	...	...	...	...	Western—
...	...	...	...	...	...	...	...	...	...	...	...	Meerut.
...	...	...	...	...	...	...	...	...	...	...	...	Agra.
...	...	...	...	...	...	...	...	...	...	...	...	Muttra.
...	...	...	...	...	...	...	...	...	...	...	...	Aligarh.
...	...	...	...	...	...	...	...	...	...	...	...	Bulandshahr.
...	...	...	...	...	...	...	...	...	...	...	...	Submontane, east—
...	...	...	...	...	...	...	...	...	...	...	...	Ballia.
...	...	...	...	...	...	...	...	...	...	...	...	Azamgarh.
...	...	...	...	...	...	...	...	...	...	...	...	Gorakhpur.
...	...	...	...	...	...	...	...	...	...	...	...	Basti.

## RETAIL PRICES FOR THE 1st HALF OF FEBRUARY 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetia spicata).	
					Best sort.		Common.					
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
<b>N.-W. Provinces—contd.</b>												
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	17 —	18 —	29 —	29 —	11 —	...	14 8	15 —	...	...	25 —	25 —
Budaun . . . . .	17 8	18 8	31 —	31 —	8 —	8 —	15 —	15 —	26 —	26 —	24 8	23 8
Pilibit . . . . .	18 8	18 8	32 8	33 8	5 4	5 4	16 6	16 6	26 —	26 —	23 —	23 —
Bareilly . . . . .	16 14	16 14	26 4	26 4	5 —	5 —	11 14	12 8	26 4	26 4	23 12	23 2
Moradabad . . . . .	18 —	18 8	28 8	28 8	5 4	5 4	13 8	13 12	26 —	27 8	22 8	24 —
Bijnor . . . . .	16 5	17 2	26 7	28 2	4 8	4 8	13 8	13 8	...	...	20 13	21 10
Muzaffarnagar . . . . .	17 13	18 9	24 12	26 6	...	...	12 1	12 1	24 12	25 5	22 —	22 —
Saharanpur . . . . .	17 11	19 2	27 6	28 3	4 13	4 11	11 4	11 13	23 10	23 10	24 11	24 11
Dehra-Dun . . . . .	18 —	18 6	30 8	30 8	7 4	7 —	12 12	12 8	21 8	23 —	23 —	23 —
<i>Hills—</i>												
Naini Tal . . . . .	13 —	13 —	21 —	21 —	4 —	4 —	10 —	10 —	...	...	...	...
Almora . . . . .	12 8	12 8	18 —	18 —	5 —	5 —	11 —	11 —	...	...	...	...
Garhwal . . . . .	10 —	10 —	12 —	12 —	6 —	6 —	10 —	10 —	...	...	...	...
<b>Oudh—</b>												
<i>Southern—</i>												
Partabgarh . . . . .	16 8	18 —	26 —	29 —	...	...	14 —	16 —	24 8	26 —	25 —	25 —
Sultanpur . . . . .	17 —	20 —	24 8	27 —	8 —	10 —	16 —	18 —	24 —	26 —	20 —	20 —
Rae-Bareilly . . . . .	19 —	19 —	25 —	26 —	5 —	5 —	17 —	17 —	22 —	23 —	22 —	22 —
Unao . . . . .	16 —	15 —	23 —	23 —	8 —	8 —	15 —	16 —	22 —	21 —	22 8	22 —
Lucknow . . . . .	16 —	16 —	28 —	25 8	5 4	5 4	13 8	13 8	28 —	24 8	23 8	22 8
Hardoi . . . . .	17 —	16 —	29 —	28 —	...	...	16 —	16 —	25 —	27 —	28 —	28 —
<i>Northern—</i>												
Fyzabad . . . . .	17 —	17 —	26 —	26 —	12 —	12 —	15 —	16 —	28 —	28 —	22 8	24 —
Barabanki . . . . .	16 —	15 8	22 —	23 —	6 —	...	12 —	13 9	26 —	22 —	24 —	22 —
Gonda . . . . .	18 4	18 12	22 —	23 —	...	...	15 4	16 12	30 8	32 8	26 —	26 —
Bahraich . . . . .	18 —	19 —	35 —	35 —	7 —	7 —	16 —	16 —	33 —	34 —	28 —	28 —
Sitapur . . . . .	17 4	17 4	28 —	30 —	5 —	5 —	14 —	14 —	28 —	26 —	27 —	26 —
Kheri . . . . .	17 —	17 —	33 —	38 —	5 —	5 —	15 —	16 —	34 —	35 —	28 —	30 —
<b>Rajputana—</b>												
<i>Eastern—</i>												
Partabgarh . . . . .	18 12	18 12	...	...	7 —	7 —	12 8	12 8	37 8	...	18 12	18 12
Banswara . . . . .	13 12	13 12	15 —	15 —	6 4	6 4	13 12	12 8	...	...	...	...
Meywar (Udaipur) . . . . .	15 3	15 10	22 4	23 —	8 13	8 9	9 6	8 15	28 14	28 2	14 13	15 10
Hilly Tracts of Meywar (Dungarpur) . . . . .	16 —	16 4	22 8	23 —	8 —	7 —	11 —	10 —	...	...	...	...
Sirohi . . . . .	12 8	13 —	20 —	20 —	6 —	5 4	7 —	6 —	13 —	13 —	14 8	15 —
Erinpura . . . . .	14 9	14 9	21 9	21 9	6 10	6 10	9 10	9 10	20 8	20 8	16 15	16 15
Ajmere . . . . .	13 8	14 2	19 —	20 2	6 5	6 5	9 2	9 2	22 —	20 8	18 5	18 —
Abu . . . . .	12 7	12 12	19 8	19 9	5 12	6 —	7 8	7 8	...	16 —	14 12	14 13
Kishengarh . . . . .	14 4	14 8	19 12	20 4	6 —	6 —	7 —	7 —	21 —	21 12	17 4	...
Bundi . . . . .	16 —	18 10	25 2	32 12	6 8	6 8	7 12	8 8	26 4	31 12	19 4	21 —
Kotah . . . . .	19 4	20 4	33 8	30 8	7 4	6 4	9 —	6 12	33 8	36 —	20 —	20 —
Jhalawar . . . . .	16 4	15 13	37 7	37 7	7 13	7 13	12 6	12 5	30 6	34 2	20 10	20 11
Tonk . . . . .	14 1	14 —	21 4	22 4	4 —	4 —	6 —	7 —	21 2	23 8	19 2	20 —
Jaipur . . . . .	11 12	12 8	18 8	19 —	4 4	4 4	6 8	6 8	20 —	22 —	18 —	18 12
Kerauli . . . . .	15 10	16 4	28 2	28 12	10 —	10 5	11 4	11 9	27 8	28 12	23 12	23 12
Dholpur . . . . .	15 8	16 7	25 8	27 6	9 9	9 —	10 2	10 2	27 4	28 4	25 15	26 14
Bharatpur . . . . .	16 —	16 4	29 —	30 4	5 —	5 —	8 —	8 —	30 12	32 8	26 4	27 3
Alwar . . . . .	15 9	16 —	22 5	23 5	5 12	5 12	9 4	9 4	23 9	25 4	21 —	21 10
Deoli Cantonment . . . . .	15 15	16 —	22 8	22 8	4 —	4 —	6 —	6 —	24 1	24 13	23 —	23 —
Nasirabad Cantonment . . . . .	14 —	15 —	...	...	7 —	7 —	10 8	10 8	22 8	22 8	18 8	18 8
Balmer . . . . .	12 10	12 2	...	...	5 7	5 8	7 8	7 8	...	...	14 10	14 10
Anadra . . . . .	13 —	12 14	...	...	6 2	6 2	7 4	6 8	...	...	...	...
Shahpura . . . . .	14 —	15 8	19 8	22 8	7 8	7 8	10 8	10 —	23 —	22 —	18 —	15 —
<i>Western—</i>												
Jodhpur . . . . .	13 —	12 10	18 4	18 2	7 —	6 14	8 7	8 3	18 4	18 8	16 14	16 14
Jaisalmer . . . . .	13 6	13 3	...	...	6 —	6 —	10 6	10 —	13 3	16 —	17 4	17 4
Bikaner . . . . .	10 6	10 6	...	...	6 —	6 —	10 6	10 —	13 3	16 —	16 3	13 6
Central India—	13 —	13 2	16 12	17 —	3 12	3 12	5 15	5 15	...	...	12 12	13 8
Indore . . . . .	13 —	12 —	20 —	21 —	8 4	8 4	9 4	9 4	27 —	27 —	21 —	20 —
Nimach Cantonment . . . . .	15 8	15 8	...	...	7 —	7 —	8 —	8 —	26 —	26 —	22 —	22 —
Gwalior . . . . .	10 10	11 —	22 5	24 7	6 6	6 6	7 7	7 7	20 3	22 9	18 9	20 3
<b>Panjab—</b>												
<i>Southern—</i>												
Lissar . . . . .	17 —	19 —	25 —	28 —	...	...	10 —	10 —	20 —	23 —	19 —	20 —
Ferozpur . . . . .	17 —	19 —	30 —	32 —	...	...	10 —	10 —	25 —	25 —	20 —	20 —
<i>Central—</i>												
Lahore . . . . .	17 —	17 —	28 —	34 —	...	...	11 —	12 —	24 —	25 —	21 —	23 —
Gujranwala . . . . .	19 —	19 —	32 —	35 —	...	...	13 —	13 —	26 —	26 —	28 —	28 —
Gujrat . . . . .	17 —	18 —	28 —	26 —	...	...	11 —	11 —	23 —	23 —	22 —	23 —
Jhelum . . . . .	18 —	17 —	33 —	33 —	...	...	12 —	12 —	25 —	25 —	21 —	21 —

\* Not sold.



represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MARUA OR RAGI ( <i>Eleusine coracana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer aristinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADIAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	
...	...	...	...	21 —	23 —	...	...	17 —	19 —	11 —	11 —	N.-W. Provinces—contd.
...	...	16 —	18 —	22 8	24 —	35 —	36 —	18 —	18 —	10 12	10 12	Submontane, west—
...	...	...	...	23 8	23 8	32 —	32 —	17 —	17 —	11 —	11 —	Shahjahanpur.
...	...	17 8	18 12	18 2	18 12	30 —	31 4	15 —	15 —	10 2	10 10	Budaun.
...	...	18 —	18 8	19 —	19 —	29 8	31 12	15 —	15 —	11 —	11 —	Pilibit.
...	...	...	...	18 4	20 4	24 12	27 9	14 10	15 12	11 —	11 2	Bareilly.
...	...	...	...	...	...	...	...	...	...	...	...	Moradabad.
...	...	...	...	19 13	19 13	25 12	26 10	14 4	14 13	11 4	11 4	Bijnor.
26 14	26 14	25 13	26 14	20 1	20 8	30 1	30 1	15 1	15 1	11 4	11 4	Muzaffarnagar.
28 —	28 —	...	...	20 —	19 8	30 —	30 —	15 —	14 —	10 8	10 8	Saharanpur.
...	...	...	...	...	...	...	...	...	...	...	...	Dehra-Dun.
18 —	18 —	...	...	14 8	14 8	...	...	8 —	8 —	8 —	8 8	Hills—
...	...	...	...	13 —	13 —	...	...	11 3	10 8	8 8	8 8	Naini Tal.
...	...	...	...	8 —	8 —	...	...	6 —	6 —	6 —	6 —	Almora.
...	...	...	...	...	...	...	...	...	...	...	...	Garhwál.
...	...	...	...	19 —	22 —	...	...	16 8	18 —	10 12	10 12	Oudh—
28 —	28 —	25 —	25 —	20 8	24 —	24 —	26 —	17 —	20 —	11 —	10 8	Southern—
...	...	24 —	24 —	18 —	18 —	24 —	25 —	16 —	16 —	11 —	11 —	Partabgarh.
...	...	25 —	25 —	20 8	21 —	27 —	27 —	17 —	18 —	11 —	11 —	Sultanpur.
...	...	...	...	19 —	19 —	28 —	26 —	17 8	17 8	11 —	11 —	Rae-Bareilly.
...	...	...	...	23 —	25 —	...	...	16 —	18 —	10 8	10 8	Unao.
...	...	22 —	22 —	21 —	21 —	27 8	28 —	18 —	18 —	11 —	11 —	Lucknow.
25 —	...	16 —	16 —	18 —	19 —	26 8	24 —	18 —	17 8	11 —	11 —	Hardoi.
44 —	45 —	12 —	12 —	23 8	24 8	30 8	29 8	18 4	18 8	10 —	10 8	Northern—
...	...	18 —	19 —	25 —	26 —	30 —	31 —	20 —	20 —	10 8	10 8	Fyzabad.
...	...	28 —	26 —	23 —	21 —	28 —	28 —	17 —	16 8	11 —	11 —	Barabanki.
...	...	...	...	23 —	21 —	33 —	30 —	20 —	16 —	11 —	11 —	Gonda.
...	...	...	...	...	...	...	...	...	...	...	...	Bahraich.
...	...	...	...	...	...	...	...	...	...	...	...	Sitapur.
...	...	...	...	...	...	...	...	...	...	...	...	Kheri.
...	...	...	...	20 5	20 5	39 1	39 1	15 10	15 10	19 2	19 2	Rajputana—
...	...	13 4	13 4	25 —	22 8	33 12	32 8	11 11	11 5	10 5	10 2	Banswara.
...	...	15 —	24 —	14 13	15 3	28 14	28 2	...	...	10 8	10 —	Meywar (Udaipur).
...	...	...	...	21 —	20 —	36 —	34 —	...	...	12 —	12 —	Hilly Tracts of Meywar (Dungarpur).
...	...	...	...	15 —	16 —	22 —	22 —	...	...	12 —	12 —	Sirohi.
...	...	...	...	16 12	16 12	...	...	...	...	12 4	12 4	Eriopura.
...	...	9 8	10 8	15 5	17 13	22 —	22 —	...	...	12 8	12 8	Ajmere.
...	...	...	...	16 7	16 10	20 6	20 9	10 9	10 8	11 —	11 —	Abu.
...	...	...	...	18 8	18 8	19 12	20 —	...	...	13 8	13 8	Kishangarh.
...	...	...	...	19 6	21 —	27 12	34 —	...	...	10 4	10 4	Bundi.
...	...	...	...	25 6	26 8	32 —	30 —	10 —	10 —	10 —	10 —	Kotah.
...	...	20 6	29 6	18 14	20 8	44 7	46 9	10 12	13 12	10 1	10 1	Jhallowar.
...	...	...	...	13 11	18 8	21 12	22 4	...	...	10 —	10 4	Tonk.
...	...	...	...	15 8	17 —	19 8	20 —	20 —	20 —	12 —	12 —	Jaipur.
...	...	23 12	24 6	23 12	24 6	...	...	22 8	22 8	11 4	11 1	Kerauli.
...	...	21 6	22 8	23 2	23 14	...	...	16 1	16 14	11 8	11 8	Dholpur.
...	...	26 13	26 13	22 3	23 8	27 —	32 —	13 11	13 11	11 12	11 12	Bhartpur.
...	...	14 —	14 —	20 4	21 8	23 6	24 9	26 3	27 —	12 8	12 8	Alwar.
...	...	...	...	...	...	...	...	...	...	12 —	11 8	Deoli Cantonment.
...	...	...	...	17 8	18 8	...	...	12 8	13 8	13 —	13 —	Nasirabad Cantonment.
...	...	...	...	9 12	9 —	...	...	...	...	12 —	13 8	Bálmér.
...	...	...	...	16 8	16 8	21 8	21 8	8 —	8 —	12 —	12 —	Anadra.
...	...	...	...	14 —	16 —	22 —	22 8	...	...	11 12	11 6	Shahpura.
...	...	...	...	15 12	15 14	19 —	19 8	11 4	10 15	13 11	13 11	Western—
...	...	...	...	12 —	12 —	...	...	...	...	21 —	21 —	Jodhpur.
...	...	...	...	16 —	16 8	...	...	10 —	10 —	12 —	11 8	Jaisalmer.
...	...	...	...	...	...	...	...	...	...	...	...	Bikaner.
...	...	...	...	17 8	18 —	30 —	32 —	13 12	13 8	11 —	11 —	Central India—
...	...	...	...	18 —	18 —	...	...	11 12	11 4	12 —	12 —	Indore.
...	...	4 4	4 4	17 12	19 2	24 15	26 9	10 5	11 15	8 8	9 —	Nimach Cantonment.
...	...	...	...	...	...	...	...	...	...	...	...	Gwalior.
†	†	†	†	23 —	25 —	†	†	†	†	11 —	11 —	Panjab—
†	†	16 —	16 —	23 —	24 —	32 —	28 —	11 —	11 —	12 8	12 8	Southern—
...	...	...	...	...	...	...	...	...	...	...	...	Hissar.
...	...	...	...	...	...	...	...	...	...	...	...	Ferozpur.
...	...	21 —	22 —	21 —	22 —	29 —	29 —	12 —	12 —	12 14	12 14	Central—
...	...	22 —	22 —	22 —	22 —	24 —	25 —	†	†	13 8	13 8	Lahore.
...	...	9 —	8 —	20 —	21 —	24 —	25 —	†	†	13 —	13 —	Gujranwála.
...	...	...	...	21 —	21 —	26 —	24 —	13 —	10 —	13 8	14 4	Gujrat.
...	...	...	...	...	...	...	...	...	...	...	...	Jhelam.

\* Not sold

† Not produced.

‡ Not procurable.

Unhusked.

‡ Husked.

## RETAIL PRICES FOR THE 1st HALF OF FEBRUARY 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR GHOLUN (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetia spicata).	
					Best sort.		Common.					
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
<b>Panjab—continued.</b>												
<i>South-eastern—</i>												
Gurgaon . . . . .	16 —	17 —	24 —	24 —	...	...	10 —	10 —	22 —	22 —	20 —	21 —
Delhi . . . . .	16 —	17 —	25 —	25 —	...	...	12 —	12 —	23 —	24 —	21 —	21 —
Rohtak . . . . .	16 —	17 —	23 —	25 —	...	...	13 —	13 —	21 —	23 —	20 —	20 —
Karnal . . . . .	17 —	18 —	28 —	28 —	...	...	10 —	10 —	25 —	26 —	20 —	21 —
<i>Submontane—</i>												
Ambala . . . . .	20 —	20 —	25 —	25 —	...	...	12 —	12 —	29 —	33 —	23 —	24 —
Ludhiana . . . . .	20 —	19 —	27 —	32 —	...	...	10 —	11 —	24 —	26 —	21 —	21 —
Jalandhar . . . . .	21 —	21 —	27 —	29 —	...	...	11 —	10 —	24 —	26 —	20 —	21 —
Hoshiarpur . . . . .	21 —	21 —	27 —	27 —	...	...	12 —	12 —	23 —	25 —	18 —	17 —
Gurdaspur . . . . .	22 —	20 —	39 —	39 —	...	...	12 —	12 —	24 —	24 —	†	†
Amritsar . . . . .	18 —	19 —	32 —	31 —	...	...	11 —	11 —	22 —	23 —	21 —	20 —
Sialkot . . . . .	17 —	18 —	31 —	33 —	...	...	14 —	14 —	27 —	26 —	22 —	24 —
<i>Hills—</i>												
Simla . . . . .	16 —	16 —	21 —	22 —	...	...	10 —	9 —	24 —	24 —	16 —	16 —
Kangra . . . . .	20 —	20 —	28 —	28 —	...	...	15 —	15 —	†	†	†	†
<i>Northern—</i>												
Rawalpindi . . . . .	16 —	17 —	26 —	30 —	...	...	10 —	10 —	29 —	34 —	21 —	21 —
Hazara . . . . .	18 —	18 —	29 —	29 —	...	...	11 —	11 —	29 —	32 —	20 —	18 —
Peshawar . . . . .	15 —	15 —	29 —	29 —	...	...	10 —	10 —	32 —	33 —	20 —	20 —
Kohat . . . . .	10 —	10 —	24 —	24 —	...	...	13 —	13 —	†	†	22 —	22 —
Bannu . . . . .	21 —	20 —	33 —	33 —	...	...	14 —	14 —	41 —	41 —	24 —	25 —
<i>Western—</i>												
Shahpur . . . . .	17 —	16 —	25 —	26 —	...	...	10 —	10 —	22 —	20 —	20 —	20 —
Jhang . . . . .	18 —	19 —	27 —	27 —	...	...	12 —	12 —	39 —	32 —	26 —	26 —
Multan . . . . .	16 —	16 —	26 —	26 —	...	...	16 —	16 —	29 —	29 —	23 —	23 —
Montgomery . . . . .	17 —	19 —	26 —	26 —	...	...	12 —	12 —	28 —	28 —	†	23 —
Dera Ismael Khan . . . . .	18 —	18 —	23 —	24 —	...	...	9 —	8 —	25 —	24 —	23 —	24 —
Muzaffargarh . . . . .	10 —	18 —	23 —	23 —	...	...	15 —	15 —	20 —	21 —	22 —	22 —
Dera Ghazi Khan . . . . .	15 —	15 —	21 —	20 —	...	...	14 —	14 —	22 —	22 —	20 —	20 —
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	13 —	13 —	...	...	9 —	9 —	10 —	10 —	20 —	20 —	17 8	17 8
Hyderabad . . . . .	13 —	13 —	...	...	8 —	8 —	11 —	11 —	20 —	20 —	20 —	20 —
Thar and Parkar (Umarkot) . . . . .	12 8	12 —	...	...	18 —	18 —	19 —	19 —	...	...	16 —	16 —
Shikarpur . . . . .	15 —	15 —	...	...	8 —	8 —	9 —	9 —	26 —	26 —	23 —	23 —
Upper Sind Frontier . . . . .	13 —	13 —	...	...	10 —	10 —	11 —	11 —	28 8	28 —	24 8	24 —
Quetta . . . . .	14 —	13 12	16 14	17 —	4 —	4 —	7 —	7 —	22 —	22 —	16 —	16 —
<b>Bombay—</b>												
<i>Konkan—</i>												
Karwar . . . . .	9 4	9 4	...	...	9 2	8 2	12 2	11 2	14 4	13 5	13 2	13 2
Ratnagiri . . . . .	8 12	8 12	...	...	13 1	13 1	13 9	13 9	15 10	15 10	15 14	15 14
Alibag . . . . .	...	9 4	...	...	11 11	...	13 8	...	...	...	12 12	12 12
Bombay . . . . .	8 7	8 7	...	...	7 10	7 10	10 6	10 6	14 11	14 11	14 9	14 9
Tanna . . . . .	10 15	10 15	...	...	12 —	12 —	12 15	12 15	*	*	16 3	16 3
<i>Deccan—</i>												
Dharwar . . . . .	14 11	15 3	...	...	15 5	15 5	17 3	17 3	24 9	24 9	24 3	24 3
Belgaum . . . . .	13 11	13 3	...	...	13 7	13 7	13 10	13 10	21 13	21 13	20 8	21 7
Satara . . . . .	14 8	14 2	...	...	10 5	10 5	11 10	11 10	20 13	19 12	20 7	19 15
Sholapur . . . . .	13 15	13 15	...	...	11 8	11 8	12 11	12 11	29 8	28 2	25 —	24 2
Bijapur . . . . .	15 1	15 1	...	...	7 6	7 6	11 14	12 5	28 12	28 12	28 3	25 3
Poona . . . . .	10 7	10 7	...	...	9 11	10 15	10 13	12 —	23 8	23 8	18 6	18 6
<i>Khandesh—</i>												
Ahmadnagar . . . . .	13 —	13 —	...	...	10 5	10 5	13 9	15 2	22 —	22 —	21 15	21 15
Nasik . . . . .	12 15	12 15	...	...	8 2	8 2	9 8	9 8	*	*	16 15	16 15
Dhulia . . . . .	12 4	12 4	...	...	7 7	7 7	9 7	9 7	27 10	27 10	22 1	22 1
<i>Gujarat—</i>												
Surat . . . . .	11 9	11 9	...	...	7 6	7 6	8 13	8 13	20 13	22 2	18 1	18 9
Broach . . . . .	12 8	12 8	...	...	8 —	8 —	10 8	10 —	20 8	21 8	16 8	16 8
Kaira . . . . .	14 —	14 —	...	...	8 —	8 —	12 —	12 —	20 —	20 —	16 —	17 —
Baroda Cantonment . . . . .	11 8	11 8	...	...	7 —	7 —	9 —	9 —	18 —	17 —	10 —	17 —
Ahmadabad . . . . .	12 —	12 —	...	...	6 8	6 8	12 —	11 8	19 8	22 —	16 8	17 —
Godhra . . . . .	10 —	10 —	...	...	8 —	8 —	10 8	10 8	*	*	17 —	17 —
Disa Cantonment . . . . .	12 8	13 —	...	...	7 —	7 —	9 —	9 8	*	22 8	20 —	20 —
<i>Kathiawar—</i>												
Rajkot . . . . .	16 —	16 —	...	...	6 10	6 10	10 —	10 —	18 8	18 8	15 6	16 3
<b>Central Provinces—</b>												
<i>Western—</i>												
Nimar . . . . .	12 13	13 11	...	...	6 12	6 12	12 8	12 8	26 9	27 9	...	...
Khandwa . . . . .	12 —	12 —	...	...	10 8	10 8	12 —	12 —	30 —	30 —	21 —	21 —
Hoshangabad . . . . .	12 8	12 8	...	...	9 —	11 1	12 11	13 13	24 11	24 11	...	...
Betul . . . . .	13 6	14 0	...	...	12 —	12 —	14 6	14 6	24 —	24 —	...	...
Chhindwara . . . . .	15 —	15 —	...	...	10 —	10 —	13 —	13 —	23 —	23 —	...	...
Nagpur . . . . .	13 2	13 12	...	...	11 4	11 4	13 12	13 —	21 14	23 —	...	...
Wardha . . . . .	13 5	13 5	...	...	7 —	7 —	10 7	11 7	20 11	24 —	...	...

\* Not sold.

† Not produced.

‡ Not procurable.



represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MARUA OR RAGI ( <i>Eleusine coracana</i> ).		KANGNI OR KAKUN. ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arvense</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR TUR, CADJAN PNA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	
†	†	†	†	19	20	25	26	14	15	11	11	Panjab—continued.
†	†	14	14	20	21	27	27	14	14	12	12	
20	28	10	10	20	22	25	28	15	15	11	11	South-eastern—
		12	12	20	21	28	28	14	16	10	8	Gurgaon.
												Delhi.
												Rohtak.
												Karnal.
												Submontane—
		16	16	22	23	32	32	13	13	12	12	Ambala.
		17	16	23	23	34	33	10	10	12	12	Ludhiana.
		20	20	23	24	32	32	†	†	13	13	Jalandhar.
		14	14	23	23	30	30	8	8	12	12	Hoshiarpur.
		15	15	25	22	31	28	†	†	12	12	Gurdaspur.
		23	23	23	24	31	31	11	12	12	12	Amritsar.
		†	†	20	21	25	24	†	†	13	12	Sialkot.
												Hills—
		10	10	16	16	24	24	8	8	9	8	Simla.
		†	†	19	19	28	28	12	12	11	11	Kangra.
												Northern—
		15	15	21	22	24	22	†	11	13	13	Rawalpindi.
		17	16	16	17	25	24	9	9	11	8	Hazara.
		20	20	17	18	27	27	14	13	18	18	Peshawar.
		†	†	21	21	24	24	†	†	16	10	Kohat.
		8	7	27	27	34	34	13	13	21	4	Bannu.
												Western—
		14	14	23	22	21	18	†	†	13	13	Shahpur.
		40	40	18	20	32	32	6	6	12	12	Jhang.
		24	22	19	20	29	29	†	†	12	4	Multan.
		†	†	22	24	28	30	12	12	12	8	Montgomery.
		†	†	22	23	25	26	11	11	16	4	Dera Ismael Khan.
		†	†	18	19	†	†	8	8	12	12	Muzaffargarh.
		†	†	19	19	†	†	†	†	11	10	Dera Ghazi Khan.
												Sind and Baluchistan—
				18	18	...	...	10	10	13	8	Karachi.
				14	14	...	...	9	8	12	12	Hyderabad.
				8	8	...	...	...	...	12	12	Thar and Parkar (Umarkot).
				18	18	...	...	12	12	12	12	Shikarpur.
				17	17	...	...	8	8	11	11	Upper Sind Frontier.
		6	6	14	16	16	16	8	8	9	9	Quetta.
												Bombay—
												Konkan—
				12	12	...	...	10	5	10	10	Karwar.
				12	6	...	...	10	13	11	11	Ratnagiri.
				...	11	...	...	...	8	...	...	Alibag.
				13	12	...	...	10	3	11	9	Bombay.
				14	3	...	...	11	14	12	4	Tanna.
												Deccan—
				16	7	...	...	13	14	12	11	Dharwar.
				15	8	...	...	14	2	10	12	Belgaum.
				13	12	...	...	12	10	11	10	Satara.
				19	6	...	...	17	8	11	6	Sholapur.
				19	10	...	...	13	6	11	13	Bijapur.
				14	15	...	...	11	15	11	13	Poona.
												Khandesh—
				16	10	...	...	12	9	12	6	Ahmadnagar.
				17	2	...	...	12	13	12	11	Nasik.
				13	3	...	...	13	11	11	6	Dhulia.
												Gujarat—
				14	13	...	...	13	14	12	12	Surat.
				13	8	...	...	14	8	13	13	Broach.
				10	10	...	...	17	19	12	8	Kaira.
				14	13	...	...	14	8	11	8	Baroda Cantonment.
				13	13	...	...	16	10	13	8	Ahmadabad.
				16	10	...	...	11	11	12	12	Godhra.
				16	12	...	...	12	12	12	8	Disa Cantonment.
												Kathiawar—
				15	14	...	...	12	11	81	10	Rajkot.
												Central Provinces—
												Western—
				17	1	...	...	14	3	10	14	Nimar.
				13	13	...	...	...	...	9	9	Khandwa.
				22	2	...	...	14	6	9	14	Hoshangabad.
				14	6	...	...	10	10	8	8	Betul.
				19	19	...	...	12	12	10	10	Chhindwara.
				17	8	...	...	16	4	18	12	Nagpur.
				10	14	...	...	16	16	10	11	Wardha.

\* Not sold.

† Not produced.

‡ Not procurable.

## RETAIL PRICES FOR THE 1st HALF OF FEBRUARY 1899—concluded. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetum spicatum).	
					Best sort.		Common.					
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
<b>Central Provinces—contd.</b>												
<i>Central—</i>												
Narsinghpur . . . . .	12 13	13 11	...	...	11 4	11 4	12 13	12 13	21 5	21 5	...	...
Saugor . . . . .	13 12	13 12	...	...	13 6	13 6	14 2	14 2	20 —	20 —	...	...
Damoh . . . . .	12 5	12 15	...	...	12 5	12 5	14 1	14 1	21 3	...	...	...
Jubbulpore . . . . .	13 8	14 12	...	...	12 12	13 —	17 8	17 8	23 —	24 —	...	...
Mandla . . . . .	17 —	17 —	...	...	14 —	14 —	20 —	19 —	...	...	...	...
Seoni . . . . .	18 —	18 —	...	...	9 8	9 —	14 15	16 —	28 —	28 —	...	...
Balaghat . . . . .	12 —	12 —	...	...	15 —	15 —	22 8	22 8	...	...	...	...
Bhandara . . . . .	15 —	15 —	...	...	...	...	16 4	16 4	...	...	...	...
Chanda . . . . .	13 3	12 9	...	...	...	...	16 8	18 14	28 8	38 —	...	...
<i>Eastern—</i>												
Bilaspur . . . . .	18 4	18 4	...	...	12 13	16 —	21 5	18 4	...	...	...	...
Raipur . . . . .	16 —	16 —	...	...	11 —	12 —	17 8	18 —	...	...	...	...
Sambalpur . . . . .	15 8	15 —	...	...	12 —	11 —	19 —	19 —	...	...	...	...
<i>Berar—</i>												
Buldana . . . . .	11 4	11 —	...	...	7 —	7 —	9 —	9 —	35 —	35 8	24 8	...
Basim . . . . .	12 —	12 8	...	...	7 —	6 13	11 8	11 —	33 —	33 —	...	...
Akola . . . . .	11 4	11 4	...	...	6 8	6 —	7 8	7 8	32 —	32 —	...	...
Ellichpur . . . . .	11 —	10 —	...	...	6 —	6 8	8 —	8 8	27 —	26 —	20 —	16 —
Amruti . . . . .	11 —	11 —	...	...	7 —	7 —	10 —	10 —	30 —	30 —	24 —	25 —
Wun . . . . .	12 —	11 —	...	...	7 —	7 —	8 —	8 —	32 —	32 —	25 —	20 —
<i>Nizam's Territories—</i>												
Secunderabad . . . . .	9 14	10 1	...	...	5 7	5 10	7 23	7 7	17 8	19 1	17 8	19 13
Bolaram . . . . .	9 8	10 —	...	...	5 10	5 13	11 —	11 1	19 13	18 15	...	...
Chadarghat . . . . .	9 —	8 12	...	...	6 4	6 4	10 —	10 —	20 —	20 12	22 8	22 8
<i>Madras—</i>												
<i>Malabar Coast—</i>												
Malabar . . . . .	...	...	...	...	...	...	12 2	11 11	...	...	...	...
S. Canara . . . . .	...	...	...	...	...	...	13 11	13 11	...	...	...	...
<i>South, central—</i>												
Coimbatore . . . . .	...	...	...	...	...	...	11 5	10 14	18 5	17 10	21 2	21 1
Nilgiris . . . . .	...	...	...	...	...	...	8 13	8 —	...	...	...	...
Salem . . . . .	...	...	...	...	...	...	12 3	11 5	20 —	19 2	18 —	17 3
<i>Central—</i>												
Bellary . . . . .	...	...	...	...	...	...	13 —	11 14	27 13	25 11	...	...
Anantapur . . . . .	...	...	...	...	...	...	13 8	13 —	26 5	26 13	...	...
Cuddapah . . . . .	...	...	...	...	...	...	11 3	11 3	23 11	23 11	21 —	21 —
Karnul . . . . .	...	...	...	...	...	...	11 6	10 11	32 14	32 14	...	...
<i>East Coast, north—</i>												
Ganjam . . . . .	...	...	...	...	...	...	12 —	12 —	...	...	...	...
Vizagapatam . . . . .	...	...	...	...	...	...	13 —	11 14	...	...	24 13	22 13
Godavari . . . . .	...	...	...	...	...	...	13 8	13 8	23 —	23 —	...	...
<i>East Coast, central—</i>												
Kistna . . . . .	...	...	...	...	...	...	15 6	15 6	20 8	20 8	...	...
Neilore . . . . .	...	...	...	...	...	...	17 —	15 6	18 8	16 8	16 —	15 8
<i>East Coast, south—</i>												
Madras . . . . .	...	...	...	...	...	...	10 14	10 14	13 —	13 —	...	...
Chingleput . . . . .	...	...	...	...	...	...	14 5	12 —	...	...	...	...
N. Arcot . . . . .	...	...	...	...	...	...	17 —	16 —	19 2	20 2	17 8	21 —
S. Arcot . . . . .	...	...	...	...	...	...	14 14	15 13	...	...	21 10	21 10
Tanjore . . . . .	...	...	...	...	...	...	14 10	10 11	...	...	26 3	26 3
Trichinopoly . . . . .	...	...	...	...	...	...	13 14	13 8	17 8	15 6	21 10	20 14
<i>Southern—</i>												
Tinnevely . . . . .	...	...	...	...	...	...	12 6	12 6	17 8	17 8	12 11	12 11
Madura . . . . .	...	...	...	...	...	...	13 8	13 8	17 13	17 13	...	19 3
<i>Mysore—</i>												
Mysore . . . . .	11 4	11 8	...	...	9 12	9 12	11 —	11 —	...	...	...	...
Bangalore . . . . .	10 8	10 8	10 —	10 —	8 2	8 3	10 8	10 8	24 8	25 —	...	...
Kolar . . . . .	8 —	8 —	6 —	6 —	8 —	8 —	10 —	10 —	...	...	...	...
Tumkur . . . . .	10 8	10 8	...	...	9 8	9 8	11 —	11 —	...	...	...	...
Hassan . . . . .	10 —	10 —	9 —	9 —	10 —	10 —	11 —	11 —	...	...	...	...
Kadur . . . . .	9 —	9 —	10 —	10 —	11 —	11 —	14 —	14 —	25 —	25 —	...	...
Shimoga . . . . .	12 10	12 10	13 10	13 10	8 6	8 6	13 10	13 10	21 8	29 6	...	...
Chitaldrug . . . . .	12 —	12 —	12 —	12 —	12 —	10 —	13 —	12 —	36 —	36 —	20 —	20 —
<i>Coorg—</i>												
Coorg . . . . .	8 8	7 —	8 —	6 8	11 —	9 —	14 —	13 —	...	...	...	...
<i>Aden . . . . .</i>	7 10	7 13	...	...	6 15	7 2	7 10	8 1	13 6	13 4	7 11	10 5

\* Not sold.



represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MARUA OR RAGI ( <i>Eleusine corovana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADIAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
Central Provinces—contd.												
Central—												
...	...	...	...	17 6	17 6	...	...	14 3	16 —	9 2	9 2	Narsinghpur.
...	...	...	...	19 —	19 —	...	...	13 —	13 —	10 11	10 11	Saugor.
...	...	...	...	20 —	20 —	...	...	12 12	12 12	9 2	9 2	Damoh.
...	...	...	...	20 —	23 —	...	...	15 —	15 —	9 12	9 12	Jubbulpore.
...	...	...	...	30 —	32 —	...	...	16 —	16 —	9 8	9 8	Mandla.
...	...	...	...	22 —	21 —	...	...	14 —	13 —	9 8	9 8	Seoni.
...	...	...	...	18 —	18 —	...	...	13 —	14 —	9 —	9 —	Balaghāt.
...	...	...	...	22 —	22 —	...	...	15 —	16 4	9 8	9 8	Bhandāra.
...	...	...	...	16 13	16 13	...	...	14 2	14 2	9 —	9 —	Chānda.
Eastern—												
...	...	...	...	21 5	21 5	...	...	18 4	18 4	9 2	9 2	Bilāspur.
...	...	...	...	21 —	24 —	...	...	18 —	16 —	9 —	9 —	Raipur.
...	...	...	...	19 —	18 —	...	...	15 —	12 —	10 8	10 —	Sambalpur.
Berar—												
...	...	...	...	18 —	18 —	...	...	13 —	12 —	10 8	10 8	Buldāna.
...	...	...	...	19 —	20 —	...	...	14 —	14 8	9 —	9 —	Bāsim.
...	...	...	...	17 8	17 8	...	...	12 —	12 —	12 —	12 —	Akola.
...	...	...	...	17 —	13 8	...	...	22 —	18 8	10 —	10 —	Ellichpur.
...	...	...	...	17 —	16 —	...	...	16 —	15 —	11 —	11 —	Amratoti.
...	...	...	...	16 —	16 —	...	...	26 —	20 —	9 8	9 8	Wun.
Nizam's Territories—												
19 12	21 —	...	...	14 6	17 8	...	...	9 14	10 9	9 2½	9 2½	Secunderabad.
...	...	...	...	16 6	17 1	...	...	...	...	8 12	8 12	Bolāram.
...	...	...	...	16 12	18 12	...	...	13 12	12 8	8 12	8 12	Chadarghat.
Madras—												
Malabar Coast—												
...	...	...	...	...	...	...	...	...	...	12 14	12 14	Malabar.
...	...	...	...	...	...	...	...	...	...	11 14	11 14	S. Canara.
South, central—												
18 14	19 5	...	...	...	...	...	...	...	...	11 8	11 2	Coimbatore.
...	...	...	...	...	...	...	...	...	...	10 10	10 10	Nāgiris.
21 6	20 2	...	...	...	...	...	...	...	...	10 14	10 14	Salem.
Central—												
31 —	31 —	...	...	...	...	...	...	...	...	10 13 and 11 8	10 13 and 12 2	Bellary.
27 3	27 3	...	...	...	...	...	...	...	...	11 8	11 8	Anantapur.
24 —	24 —	...	...	...	...	...	...	...	...	12 3	12 3	Cuddapah.
18 2	18 2	...	...	...	...	...	...	...	...	10 2	10 2	Karnul.
East Coast, north—												
21 6	21 6	...	...	...	...	...	...	...	...	10 —	10 —	Ganjam.
22 11	22 3	...	...	...	...	...	...	...	...	12 —	12 —	Vizagapatam.
23 10	23 10	...	...	...	...	...	...	...	...	12 2	12 2	Godāvari.
East Coast, central—												
28 5	20 13	...	...	...	...	...	...	...	...	13 3	13 3	Kistna.
21 2	20 3	...	...	...	...	...	...	...	...	12 13	12 13	Nellore.
East Coast, south—												
19 8	18 11	...	...	...	...	...	...	...	...	12 8	12 8	Madras.
10 6	10 6	...	...	...	...	...	...	...	...	13 5	13 5	Chingleput.
24 10	24 10	...	...	...	...	...	...	...	...	12 2	12 2	N. Arcot.
20 11	20 11	...	...	...	...	...	...	...	...	13 3	13 3	S. Arcot.
28 11	28 11	...	...	...	...	...	...	...	...	12 14	12 14	Tanjore.
22 14	23 10	...	...	...	...	...	...	...	...	12 —	12 —	Trichinopoly.
Southern—												
20 10	20 10	...	...	...	...	...	...	...	...	13 13	13 13	Tinnevely.
21 11	20 3	...	...	...	...	...	...	...	...	13 2	13 2	Madura.
Mysore—												
18 —	18 —	...	...	9 12	9 12	...	...	9 —	7 8	10 4	10 4	Mysore.
24 8	25 —	...	...	12 8	12 5	...	...	8 8	8 8	10 8	10 8	Bangalore.
23 —	25 —	...	...	10 —	9 —	...	...	8 —	8 —	10 —	10 —	Kolar.
31 —	32 —	...	...	10 —	8 —	...	...	9 —	9 —	9 —	9 —	Tumkur.
24 —	24 —	...	...	14 —	13 —	...	...	9 —	8 8	10 —	10 —	Hassan.
23 —	25 —	...	...	13 —	13 —	...	...	11 —	11 —	10 —	10 —	Kadur.
32 9	28 6	...	...	14 11	13 10	...	...	11 9	11 —	11 —	11 —	Shimoga.
30 —	36 —	30 —	30 —	16 —	14 —	...	...	12 —	10 —	9 —	9 —	Chitaldrug.
Coorg—												
29 8	22 —	...	...	23 —	23 8	...	...	9 —	7 8	10 8	11 —	Coorg.
...	...	...	...	11 6	11 3	...	...	10 4	8-15	32 —	32 —	Aden.

\* Not sold.

J. A. ROBERTSON,

Offg. Director-General of Statistics,

H. H. RISLEY,

Offg. Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT

March 17, 1899.

2 C 2

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 5TH MARCH, 1898, AND FROM 1ST JANUARY TO 4TH MARCH, 1899.**

N.B.—As regards the figures in column *Total Earnings from 1st January 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile during the first half of 1898.	WEEK ENDING 5TH MARCH, 1898.			WEEK ENDING 4TH MARCH, 1899.			Earnings from 1st January to 5th March, 1898.	Earnings from 1st January to 4th March, 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.					
			TOTAL.	Per mile open.		TOTAL.	Per mile open.				
State lines worked by companies.											
Standard gauge—											
East Indian	694	1,740	12,29,167	706	1,745	12,85,000	736	1,12,24,359	1,12,50,000	25,641	...
Bengal Central	162	125	20,836	167	125	21,400	171	1,93,399	1,95,000	1,610	...
Bengal-Nagpur	181	862	1,77,994	206	1,186	1,93,000	163	13,69,814	16,45,000	2,75,186	...
Indian Midland (including Bhopal-Itarsi)	171	752	1,40,256	187	868	1,24,000	143	12,17,736	12,69,000	51,264	...
Bezwada Extn. (East Coast State)	191	21	5,159	246	21	3,100	148	35,188	23,400	...	...
Madras-Ennur sec. (Bezwada-Mad.)	119	9	4,533	170	9	1,800	200	7,656	10,200	2,544	...
Metre gauge—											
Rajputana-Malwa (inclgd. G.-R.-Nagda)	264	1,815	4,47,079	246	1,815	4,75,000	262	38,28,014	44,81,000	6,52,986	...
Palanpur-Deesa	44	17	715	42	17	500	29	4,633	5,800	1,167	...
South Indian	161	1,042	1,49,879	144	1,023	1,47,000	144	13,60,788	12,90,000	...	...
Mayavaram-Mutpet	88	54	4,131	77	54	3,900	72	37,485	34,300	...	...
Southern Mahratta (inclgd. G.-M.-Fron. sec.)	103	1,165	1,23,407	106	1,165	1,09,000	94	9,60,761	8,99,000	...	...
Mysore section (Southern Mahratta)	107	296	33,283	112	296	20,800	70	2,98,003	1,80,000	...	...
Bengal and North-Western system	162	827	1,37,188	166	928	1,50,000	162	12,27,244	12,90,000	62,756	...
Lucknow-Bareilly	106	231	22,490	97	231	24,800	107	1,97,416	2,07,000	9,584	...
Assam-Bengal.	90	286	22,281	78	414	30,700	74	2,26,393	2,85,000	58,607	...
Burma	223	936	2,29,795	246	936	2,21,000	236	20,59,625	18,69,000	...	...
TOTAL	266	10,178	27,45,103	270	10,833	28,11,000	259	2,42,48,505	2,49,33,700	6,85,195	...
State lines worked by the State.											
Standard gauge—											
North-Western (a)	287	2,886	8,86,639	307	2,886	6,75,000	234	69,06,891	60,21,000	...	...
Oudh and Rohilkhand (inclgd. the m. g. link)	217	875	1,85,720	212	1,013	2,01,000	198	16,81,448	18,37,000	1,55,552	...
Eastern Bengal (inclgd. metre & 2' 6")	319	818	2,91,996	357	825	2,60,000	315	27,41,775	22,02,000	...	...
East Coast (b)	116	536	59,239	111	796	81,100	102	5,47,990	6,07,000	59,010	...
Special gauges—											
Jorhat	66	28	3,624	129	28	1,600	57	20,365	16,900	...	...
Cherra-Companyganj	20	...	(c)	...	8	700	88	(c)	4,900	4,900	...
TOTAL	261	5,143	14,27,218	278	5,556	12,19,400	219	1,18,98,459	1,06,88,800	...	...
Lines worked by guaranteed cos.											
Standard gauge—											
Great Indian Peninsula system	514	1,491	8,31,081	557	1,491	8,85,000	594	65,18,980	81,34,000	16,15,020	...
Bombay, Baroda and Central India	775	461	2,84,864	618	461	3,39,000	735	23,05,436	28,58,000	5,52,564	...
Madras	258	840	2,15,668	257	840	1,80,000	214	19,05,005	15,77,000	...	...
TOTAL	480	2,792	13,31,613	477	2,792	14,05,000	503	1,07,29,421	1,25,69,000	18,39,579	...
TOTAL (GUARANTEED AND STATE)	297	18,113	55,03,934	304	19,181	54,35,400	283	4,68,76,395	4,81,91,500	13,13,105	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	217	162	29,094	185	162	25,700	159	3,63,934	2,18,000	...	...
Tarkessur	320	22	6,748	307	22	7,000	318	67,061	55,400	...	...
Southern Punjab (Delhi-Samastota)	75	400	15,625	39	400	21,000	52	1,59,235	2,11,000	51,765	...
Tapti Valley	...	...	...	...	36	1,400	39	...	12,600	12,600	...
Metre gauge—											
Mymensingh-Jamalpur-Jagannath-ganj	...	...	...	...	33	1,600	48	...	10,300	10,300	...
Rohilkhand and Kumaon (Co.'s sec.)	137	66	9,547	145	66	10,900	105	50,768	60,400	9,632	...
Bengal Dooars	100	36	3,533	98	36	1,900	53	33,957	22,800	...	...
Dibru-Sadiya	200	78	16,456	211	78	18,300	235	1,39,076	1,47,000	7,924	...
Ahmedabad-Parantij	59	55	2,199	40	55	2,800	51	21,387	28,100	6,713	...
Special gauges—											
Darjeeling-Himalayan	266	51	13,478	264	51	14,000	275	93,696	92,000	...	...
Barsi	156	21	3,988	190	21	4,800	229	30,849	35,500	4,651	...
TOTAL	135	891	1,01,568	114	960	1,09,400	114	9,59,963	8,93,100	...	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
Bina-Goonna	31	74	2,028	27	74	7,200	97	18,832	51,700	32,868	...
Bhopal-Ujjain	76	114	9,570	84	114	12,900	113	77,628	98,800	21,172	...
Nagda-Ujjain	86	35	3,483	100	34	2,100	62	21,393	17,700	...	...
The Nizam's guaranteed state	235	334	79,377	238	334	76,800	230	6,84,434	6,84,000	...	...
The Gaekwar's Petlad	70	13	481	37	13	900	69	3,701	7,200	3,499	...
Rajpura-Bhatinda	140	108	12,447	115	108	10,100	94	1,32,880	93,800	...	...
Kolar Gold-fields	408	10	5,204	520	10	3,100	310	35,734	28,900	...	...
Metre gauge—											
Yesvantpur-Mysore Frontier section (inclgd. M.-Nanjangud)	71	66	4,235	64	66	2,400	36	40,249	20,800	...	...
The Gaekwar's Malsana	81	93	6,639	71	93	6,100	66	55,366	57,100	1,734	...
Kolhapur	55	29	1,780	62	29	2,600	90	12,620	19,900	7,280	...
Special gauges—											
The Gaekwar's Dabhoi	58	79	4,960	63	79	4,800	61	30,396	34,200	3,804	...
Rajpipla	13	19	261	14	24	800	33	1,141	5,600	4,459	...
Cooch Behar	63	22	1,337	61	25	1,200	48	12,514	11,000	...	...
TOTAL	133	996	1,31,802	132	1,003	1,31,000	131	11,26,888	11,30,700	3,812	...
Lines owned and worked by native states.											
Metre gauge—											
Bhavnagar-Gondal-Junagad-Porbandar	126	334	31,853	95	334	50,600	151	2,84,498	3,50,000	65,502	...
Jetalsar-Rajkot	80	46	3,143	68	46	4,200	91	30,044	33,000	2,956	...
Jamnagar	38	54	1,607	30	54	2,500	46	14,132	18,600	4,468	...
Dhrangadra	...	...	...	...	21	1,700	81	...	12,300	...	...
Jodhpore-Bikaner	66	364	24,710	68	407	31,400	77	2,10,844	3,38,000	1,27,156	...
Godoyore-Chitor	42	60	2,394	40	60	3,000	50	18,230	25,900	7,670	...
Special gauge—											
Morvi	82	94	5,037	54	94	9,300	99	52,062	68,700	15,738	...
TOTAL	86	952	68,796	72	1,010	1,02,700	101	6,10,710	8,46,500	2,35,790	...
GRAND TOTAL	273	20,952	58,06,100	277	22,169	57,78,500	261	4,95,73,956	5,10,61,800	14,87,844	...

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli ty.  
(b) Includes Bezwada-Madras ty.

(c) Closed for traffic.

W. J. McELHINNY, Capt., R.E.,

Offg. Under Secy. to the Govt. of India

CALCUTTA, the 17th March, 1899.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. XLVII of 1898-99.

## STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April, 1898*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 5TH MARCH, 1898.				WEEK ENDING 4TH MARCH, 1899.				Earnings from 1st April, 1897, to 5th March, 1898.	Earnings from 1st April, 1898, to 4th March, 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open.		Total.	Per mile open.						
State lines worked by companies.													
Standard gauge—													
East Indian	654	1,740	12,29,167	706	1,745	12,85,000	736	5,45,26,753	5,51,23,000	5,96,247	...	...	
Bengal Central	183	125	20,836	167	125	21,400	171	11,01,916	9,49,000	...	1,52,916	...	
Bengal-Nagpur	139	862	1,77,904	206	1,186	1,93,000	163	56,33,987	65,37,000	9,01,913	...	...	
Indian Midland (including Bhopal-Irtari)	155	752	1,40,256	187	868	1,24,000	143	56,90,464	58,02,000	1,11,536	...	...	
Bezwada extn. (East Coast State)	155	21	5,159	246	21	3,100	148	1,53,693	1,39,000	...	14,693	...	
Madras-Ennur sec. (Bezwada-Mad.)	135	9	1,533	170	9	1,800	200	53,334	40,700	...	12,634	...	
Metre gauge—													
Rajputana-Malwa (inclgd. G.-R.-Nagda)	210	1,815	4,47,079	246	1,815	4,75,000	262	1,82,49,895	2,13,20,000	30,70,105	...	...	
Palanpur-Deesa	44	17	715	42	17	500	29	37,100	36,500	...	600	...	
South Indian	166	1,042	1,49,879	144	1,023	1,47,000	144	83,68,336	77,43,000	...	6,25,336	...	
Máyavaram-Mutopet	92	54	4,131	77	54	3,900	72	2,41,834	2,24,000	...	17,834	...	
Southern Mahratta (inclgd. G.-M.-Fron. sec.)	113	1,165	1,23,407	106	1,165	1,09,000	94	64,19,156	59,04,000	...	14,15,156	...	
Mysore section (Southern Mahratta)	123	296	33,283	112	296	20,800	70	17,88,068	11,64,000	...	6,24,068	...	
Bengal and North-Western system	147	827	1,37,188	166	928	1,50,000	162	57,51,850	60,21,000	2,69,150	...	...	
Lucknow-Bareilly	81	231	22,490	97	231	24,800	107	8,09,470	9,55,000	1,45,530	...	...	
Assam-Bengal	73	286	22,281	78	414	30,700	74	9,36,984	12,59,000	3,22,016	...	...	
Burma	186	936	2,29,795	246	936	2,21,000	236	78,35,784	79,27,000	91,216	...	...	
TOTAL	243	10,178	27,45,103	270	10,833	28,11,000	259	11,76,02,334	12,02,44,200	26,41,866	...	...	
State lines worked by the State.													
Standard gauge—													
North Western (a)	236	2,886	8,86,639	307	2,886	6,75,000	234	3,24,50,585	3,36,97,000	12,46,415	...	...	
Oudh and Rohilkhand (inclgd. the m.g. link)	195	875	1,85,720	212	1,013	2,01,000	198	81,31,986	92,99,000	11,67,014	...	...	
Eastern Bengal (inclgd. metre & 2'6")	362	818	2,91,906	357	825	2,60,000	315	1,43,68,175	1,32,04,000	...	11,64,175	...	
East Coast (b)	106	536	59,239	111	796	81,100	102	26,95,333	25,47,000	...	1,48,333	...	
Special gauges—													
Jorhat	69	28	3,624	129	28	1,600	57	91,771	87,700	...	4,071	...	
Cheira-Companyganj	44	...	(c)	...	8	700	88	(d) 4,257	(e) 6,100	1,843	...	...	
TOTAL	235	5,143	14,27,218	278	5,556	12,19,400	219	5,77,42,167	5,98,40,800	10,98,633	...	...	
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	381	1,491	8,31,081	557	1,491	8,86,000	594	2,67,07,749	3,36,35,000	69,27,251	...	...	
Bombay, Baroda and Central Ind.	586	401	2,84,864	618	401	3,39,000	735	1,29,88,323	1,51,11,000	21,22,677	...	...	
Madras	261	840	2,15,668	257	840	1,80,000	214	1,05,82,027	96,19,000	...	9,63,027	...	
TOTAL	379	2,792	13,31,613	477	2,792	14,05,000	503	5,02,78,099	5,83,65,000	80,86,901	...	...	
TOTAL (GUARANTEED AND STATE)	262	18,113	55,03,934	304	19,181	54,35,400	283	22,56,22,540	23,74,50,000	1,18,27,460	...	...	
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	207	162	29,994	185	162	25,700	159	16,06,874	13,25,000	...	2,81,874	...	
Tarkessur	278	22	6,748	307	22	7,000	318	2,92,331	2,75,000	...	17,331	...	
Southern Punjab (Delhi-Samāsata)	42	400	15,625	39	400	21,000	52	(f) 2,62,876	13,69,000	11,06,124	...	...	
Tapti Valley	...	...	...	...	36	1,400	39	...	(g) 15,500	15,500	...	...	
Metre gauge—													
Mymensingh-Jamalpur-Jagannathganj	...	...	...	...	33	1,600	48	...	(h) 18,400	18,400	...	...	
Rohilkhand and Kumaon (Co.'s sec.)	121	66	9,547	145	66	10,900	165	3,75,615	4,31,000	55,385	...	...	
Bengal Doonars	149	36	3,533	98	36	1,900	53	2,66,667	2,42,000	...	24,667	...	
Dibru-Sadiya	198	78	16,450	211	78	18,300	235	7,30,843	7,43,000	12,157	...	...	
Ahmedabad-Parantij	45	55	2,199	40	55	2,800	51	(i) 99,455	1,48,000	57,545	...	...	
Special gauges—													
Darjeeling-Himalayan	274	51	13,478	264	51	14,000	275	6,82,245	6,86,000	3,755	...	...	
Bārsi	125	21	3,988	190	21	4,800	229	1,27,577	1,18,000	...	9,577	...	
TOTAL	147	891	1,01,508	114	960	1,09,400	114	44,35,483	53,70,900	9,35,417	...	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonā	26	74	2,028	27	74	7,200	97	90,440	1,52,000	61,560	...	...	
Bhopal-Ujjain	61	114	9,570	84	114	12,900	113	3,30,827	4,05,000	74,173	...	...	
Nagda-Ujjain	60	35	3,483	100	34	2,100	62	98,777	1,13,000	14,223	...	...	
The Nizam's guaranteed state	211	334	79,377	238	334	76,800	230	33,74,834	36,28,000	2,53,166	...	...	
The Gaekwar's Peilad	84	13	481	37	13	900	69	55,808	53,400	...	3,408	...	
Rajpura-Bhatinda	122	108	12,441	115	108	10,100	94	6,44,719	6,23,000	...	21,719	...	
Kolar Gold-fields	402	10	5,204	520	10	3,100	310	1,92,597	1,81,000	...	11,597	...	
Metre gauge—													
Yesvantpur-Mysore Frontier section (inclgd. M.-Nanjangud)	84	66	4,235	64	66	2,400	36	2,75,773	1,76,000	...	99,773	...	
The Gaekwar's Meinsana	74	93	6,639	71	93	6,100	66	3,17,578	3,23,000	5,422	...	...	
Kolhapur	57	29	1,786	62	29	2,600	90	89,924	80,300	...	624	...	
Special gauges—													
The Gaekwar's Dabhoi	51	79	4,960	63	79	4,800	61	1,91,434	2,00,000	8,566	...	...	
Rajpipla	11	19	261	14	24	800	33	6,840	13,900	7,054	...	...	
Cooch Behar	54	22	1,337	61	25	1,200	48	55,430	61,700	6,264	...	...	
TOTAL	120	996	1,31,802	132	1,003	1,31,000	131	57,15,998	60,09,300	2,93,302	...	...	
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junagad-Porbandar	97	334	31,855	95	334	50,600	151	15,62,219	16,38,000	75,781	...	...	
Jetisar-Rajkot	82	40	3,143	68	40	4,200	91	1,84,108	1,09,000	...	15,108	...	
Jamnagar	38	54	1,607	30	54	2,500	40	(j) 98,608	1,00,000	1,392	...	...	
Dhrangadra	...	...	...	...	21	1,700	81	...	(k) 35,700	35,700	...	...	
Jodhpore-Bikaner	62	364	24,710	68	407	31,400	77	10,93,346	13,94,000	3,00,654	...	...	
Oddeypore-Chitor	38	60	2,394	40	60	3,000	50	1,10,935	1,42,000	31,065	...	...	
Special gauge—													
Morvi	83	94	5,087	54	94	9,300	99	3,87,034	3,72,000	...	15,034	...	
TOTAL	75	952	68,796	72	1,016	1,02,700	101	34,36,250	38,50,700	4,14,450	...	...	
GRAND TOTAL	243	20,952	58,06,100	277	22,160	57,78,500	201	23,92,10,271	25,26,80,900	1,34,70,629	...	...	

(a) Includes Jamnū and Kashmir and Hyderabad-Shadipalli rys.

(b) Includes Bezwada-Madras rys.

(c) Closed for traffic.

(d) From 1st April to 15th June, 1897.

(e) From 1st to 29th April and from 23rd December, 1898, to 4th March, 1899.

(f) From 10th November, 1897, to 5th March, 1898.

(g) From 1st December, 1898, to 4th March, 1899.

(h) From 15th October, 1898, to 4th March, 1899.

(i) From 1st May, 1897, to 5th March, 1898.

(j) From 8th April, 1897, to 5th March, 1898.

(k) From 1st June, 1898, to 4th March, 1899.

W. J. McELHINNY, Capt., R.E.,  
Off. Under Secy. to the Govt. of India.

CALCUTTA, the 17th March, 1899.

GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

### Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 11th March.*—No rain fell during the week. The water supply is generally sufficient. Some small sowings are proceeding. The standing crops are generally good. The harvest yield is almost normal. Fodder is sufficient. The condition of cattle is good. Prices are almost stationary.

**Bombay.**—*For week ending 15th March.*—Rain fell in parts of Sind and one taluka of Dharwar and has proved beneficial to the late crops in Shikarpur and the Upper Sind Frontier. The standing crops have been damaged by high winds or drought in parts of Sind and by rats in parts of Bijapur. American cotton has been blighted in two talukas of Dharwar. The harvesting of the late crops is progressing in seventeen and preparations for next season are being made in eleven districts. Cotton picking continues in parts of Gujarat, Kathiawar and the Karnatik. Fodder is sufficient except in parts of Sind and Baroda. Prices have risen in three and fallen in six districts.

**Bengal.**—*For week ending 13th March.*—Rain fell during the week in the east and north of the Province. The spring crops are being gathered, and the outturn is good. The collection of opium continues, and a fair yield is expected everywhere except in Darbhanga, where it is reported to be meagre. Transplantation of spring rice is almost over. Ploughing for autumn rice and jute is in progress, and sowing has begun in parts of North Bengal. Sugarcane is still being pressed, and in some districts the planting of the new crop has begun. The fodder supply is sufficient except in parts of Midnapore. The price of common rice continues practically stationary.

**North-Western Provinces and Oudh.**—*For week ending 15th March.*—Slight showers fell in parts during the week, otherwise clear and seasonable weather has prevailed. The standing crops are thriving and are being irrigated where necessary. The harvesting of the spring crops, the pressing of sugarcane and the extraction of opium continue. Planting of the new cane crop has commenced in parts. Prospects are favourable. Markets are well stocked. Fodder is sufficient. Prices have a rising tendency in a few districts, but are otherwise stationary or falling.

**Punjab.**—*For week ending 15th March.*—Good rain fell in Shahpur and Peshawar and slight falls are reported from parts of the Umballa, Ferozepore, Multan and Sialkot districts. More is badly wanted throughout the province. Ploughings for the autumn crops continue. The condition and prospects of the standing irrigated crops are generally reported to be average. The crops on unirrigated areas have failed for want of rain in Delhi and are below the average in other districts. The spring crops are being damaged by rats in parts of Umballa and by caterpillars in parts of Ferozepore. The condition of cattle is reported fair in all districts except Delhi. Fodder is scarce in Delhi, Umballa and Shahpur but sufficient elsewhere. Prices are rising in Ferozepore and Rawalpindi, falling in Hissar and Shahpur but are unchanged elsewhere. Wheat is selling from 15½ to 19½, gram 19 to 22, barley 28, bulrush millet 18 to 21, maize 25 to 32½, great millet 23 and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 14th March.*—The weather is generally clear and the heat is increasing rapidly. The threshing of the autumn crops has almost been completed. The reaping of the spring crops is in full



swing in the north of the provinces and has nearly been completed in the south. The planting of sugarcane is in progress in Chanda and Bhandara. The preparation of land for monsoon sowings has commenced in Wardha. Fodder is scarce in Sambalpur and in the Warora tahsil of Chanda. The price of wheat and gram has fallen in seven and four districts respectively with the gathering of the harvest. The quotations for *juar* (*sorghum vulgare*) and rice are well below the normal almost everywhere. The cheapest prices are:—wheat 19½, gram 32, rice 22 and *juar* 28½ seers per rupee. The dearest prices are wheat 12, gram 16, rice 11 and *juar* 20 seers per rupee.

**Burma.**—*For week ending 11th March.*—In Upper Burma the cultivation of dry weather paddy is progressing favourably. Cotton is being picked in Thayetmyo and the harvesting of early peas and beans, wheat, maize, gram and other miscellaneous island or river side crops has begun in several districts. The standing crops are in good condition. The price of paddy shows a slight increase in Prome, Amherst and Myingyan and a small decrease in Thongwa, Bassein, Pokoko and Mandalay; elsewhere it is stationary.

**Assam.**—*For week ending 14th March.*—Rain fell in all districts and has facilitated the cultivation of garden crops. Linseed and tea have been slightly damaged by hail in south Sylhet. Ploughing for early and late broad cast rice in the Assam Valley districts and for low land winter rice in Sylhet continues. Gathering of mustard and pulses, hoeing of tea and pressing of sugarcane are in progress. The outturn of mustard is below the average. The prospects of sugarcane are generally good. Plucking of tea has commenced in the Nowgong district. Land is being prepared for jute in Goalpara. Fodder is scarce in the Naga Hills. Prices—common rice, Silchar, Dhubri, Gauhati, Tezpur and Nowgong 16, Sylhet 17, Sibsagar 12, and Dibrugarh 13½ seers per rupee.

**Mysore and Coorg.**—*For week ending 15th March.*—MYSORE: Prospects of crops are good. Paddy has been harvested in parts of Tumkur. Prices have risen slightly in Kolar and Tumkur and have fallen in Bangalore, Mysore and Shimoga.

COORG:—The threshing of rice and picking of coffee have been completed. Water and fodder for cattle are sufficient. Prices of food grains are stationary.

**Berar and Hyderabad.**—*For week ending 15th March.*—BERAR: The weather is growing warm. The harvesting of the winter crops is nearing completion. Ploughing of fields for the ensuing monsoon crop is in progress. Fodder and water are scarce in parts of the province. Prices are almost steady.

HYDERABAD: No rain fell during the week. The spring harvest is still proceeding. The standing winter rice crop is in fair condition. Prices of grain continue steady. Prices—wheat 9½, coarse rice 10½ and *jowari* 22½ seers per current sicca rupee.

**Central India.**—*For week ending 15th March.*—No rain fell during the week. Agricultural operations are in progress in all Agencies. The standing crops are in fairly good condition. Prices are below normal in Bhopawar, but are normal elsewhere. The condition of opium is good.

**Rajputana.**—*For week ending 15th March.*—Agricultural operations are progressing satisfactorily except in Merwara. The state of the crops is generally good, except in Ajmere-Merwara. Cattle are generally in good condition. Fodder is scarce in Sirohi, Marwar, Kherwara, Meywar, Haraoti, Ajmere, Jeypur and Bikanir. Prices are rising in two States, falling in one and are steady elsewhere. Emigration from the distressed Ajmere villages and from Merwara continues: 112 persons emigrated during the week. The total emigration from Merwara up to date numbers 4,313 persons. The numbers

employed on relief works were—390 in Ajmere, 5,200 in Merwara and 960 in Marwar. The price of grain in Marwar is 15 seers per rupee.

**Kashmir.**—*For week ending 14th March.*—Rain fell twice during the week. The weather is now fine. Prices continue below normal. The price of rice is 27 seers per rupee.

**JAMMU PROVINCE:** *For week ending 15th March.*—Slight rain fell during the week. The condition of the standing crops is fair. Fodder is sufficient. Prices are generally stationary, wheat selling at 18, and maize at 24 seers per rupee.

**Nepal.**—*For week ending 11th March.*—Slight rain fell during the week. The weather is seasonable. The prospects of the wheat crop are good. The price of rice is 9 seers per rupee.

T. W. HOLDERNESS,  
*Secretary to the Government of India.*





SUPPLEMENT TO  
**The Gazette of India.**

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OFFICIAL PAPERS.

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA.  
FINANCE AND COMMERCE DEPARTMENT.

FINANCIAL STATEMENT FOR 1899-1900.

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# FINANCIAL STATEMENT FOR 1899-1900.

## PART I.

### INTRODUCTION.

In presenting my Financial Statement of March 1898 I alluded to the calamities of famine, war, pestilence, and earthquake which had fallen upon us during the year then closing, and I went on to refer to the promise of brighter times introduced by the abundant harvest of 1897. The recovery of the country has been more rapid than any of us anticipated at the time I allude to; another good harvest has been gathered, and although the plague still casts a shadow over the land, the general condition of the people as evidenced by the Returns of Trade and of Revenue is prosperous, and the famine of 1896 and 1897 is now little more than a memory, its effects being obliterated by the return of prosperous seasons. I cannot, however, pass from the subject without deriving from it one lesson which it seems to me to afford—namely, that the margin between prosperity and adversity in India must be a very narrow one, for if we have learned that one bountiful harvest suffices to restore the country after a widespread and severe famine, we have learned also that the failure of the seasonal rains in a single month of the year is sufficient to set back a full tide of prosperity; and that this is a possibility which in the administration of India, and in its financial administration especially, we dare not leave out of account.

2. In the two calamitous years of which I told the history last March, namely, 1896-97 and 1897-98, I had to shew that the accounts of the Empire were in deficit to the aggregate amount of, as nearly as possible, seven crores of rupees (Rx. 6,988,100 since increased to Rx. 7,064,233). In the two succeeding years (those of which I present the estimates to-day) I am glad to say that this deficit has been, or will be, more than covered, for so complete is the reversal of last year's position that in passing from 1897-98 to 1898-99 we pass from a deficit of Rx. 5,359,211 to a surplus of Rx. 4,759,400, and in my Budget Estimates for next year I anticipate a surplus of Rx. 3,932,600. I lay these figures before the Council at the very commencement of my Statement, as I have no doubt they are anxious to know, as soon as possible, the general drift of the figures which I now proceed to explain in greater detail.

### Accounts of 1897-98.

3. The Accounts of 1897-98 were, as usual, published in the first half of January, and the results then shewn compare as follows with the anticipations formed in March 1898:—

	Revenue.	Expenditure.	Deficit.
	Rx.	Rx.	Rx.
Estimated in March 1898 .	96,561,500	101,844,600	5,283,100
Actual Accounts . . .	96,442,004	101,801,215	5,359,211
Accounts { Better + { Worse — . }	—119,496	+43,385	—76,111

The differences on the whole were very small, as the accounts under each of the heads of Revenue and Expenditure closely followed the Revised Estimate. Indeed, had it not been that we determined after the close of the year to make certain grants (aggregating Rx. 88,100) to the Provincial Governments of Bombay and of Bengal in further reimbursement to them of their famine expenditure, the difference in the whole account between Revised Estimate and Actuals would have been only Rx. 12,000.

## Revised Estimates of 1898-99.

4. In the Budget Estimate for 1898-99 I estimated the results of the year to be a surplus of Rx. 891,400. But we now find that mainly through abundant revenue, military economies on the North-West Frontier, and very favourable exchange, the result of the year will be a surplus, as I have already stated, of Rx. 4,759,400. I shall explain afterwards that on a review of the financial position of the several Local Governments, whose balances have been exhausted by famine and plague, and who have still to meet pressing demands for expenditure while the expansion of their revenues has for a time been set back by the calamities referred to, we have decided to make them grants in aid of their resources, out of the surplus that has accrued to us on the Imperial account. The total amount of these grants is Rx. 700,000, and thus the surplus of the year is reduced from Rx. 4,759,400 to Rx. 4,059,400. The money may be described as expenditure brought to account by anticipation, that is to say, it goes at present merely to swell Provincial balances, and when actually spent on the purposes in consideration of which it is granted, it has not again to be charged against the surplus of the year, but passes through the Provincial adjusting entry.

5. The detail of the differences between the Revised Estimates for 1898-99, as now presented, and the amounts taken in the Budget Estimates prepared twelve months ago are set out in the following statement:—

## Estimates of 1898-99.

	Budget.	Revised.	Revised Better	Revised Worse.
<b>ENGLAND.</b>				
<b>STERLING IN ENGLAND—</b>				
Revenue . . . . . £	188,300	232,500	44,200	
Expenditure . . . . . £	16,474,800	16,323,700	151,100	
NET EXCHANGE ON ABOVE . . . . . Rx.	9,120,500	8,043,000	1,074,900	
<b>NET CHARGE</b>	<b>25,407,000</b>	<b>24,136,800</b>	<b>1,270,200</b>	
<b>INDIA.</b>				
<b>REVENUES IN INDIA—</b>				
Lard Revenue . . . . .	Rx. 27,568,200	Rx. 27,679,400	Rx. 111,200	
Opium . . . . .	5,329,800	5,679,400	349,600	
Salt . . . . .	8,728,000	9,047,200	319,200	
Other Principal Heads of Revenue . . . . .	24,733,800	24,583,200	549,100	
Post Office and Telegraph (net) . . . . .	71,000	610,700	...	103,300
Departmental Receipts (a) . . . . .	4,778,600	4,174,700	96,100	
Railways, Net Earnings . . . . .	12,030,100	12,814,200	778,100	
Irrigation . . . . .	3,228,100	3,401,700	233,600	
Military Works . . . . .	50,300	54,200	3,900	
Army . . . . .	833,000	835,200	2,200	
<b>TOTAL REVENUES</b>	<b>86,599,900</b>	<b>88,939,900</b>	<b>2,340,000</b>	
<b>EXPENDITURE IN INDIA—</b>				
<b>Direct Demands on Revenues—</b>				
Opium . . . . .	2,654,000	2,348,800	305,200	
Other heads . . . . .	8,433,900	8,280,500	194,400	
Interest (b) . . . . .	—1,128,900	—1,132,200	3,300	
Civil Departments . . . . .	17,225,200	17,371,100	...	145,900
Famine Relief . . . . .	85,100	44,600	40,500	
Protective Works and Reduction of Debt . . . . .	1,014,100	1,131,500	...	117,400
Railways, Charges against Net Earnings (net) . . . . .	4,951,700	4,881,800	69,900	
Irrigation . . . . .	3,211,500	3,218,200	...	6,700
Military Works and Special Defences . . . . .	1,135,800	1,113,700	22,100	
Civil Works . . . . .	4,702,100	4,493,600	208,500	
Army (Ordinary Charges) . . . . .	16,625,800	16,541,500	84,300	
“ Warlike Operations . . . . .	1,458,000	1,023,700	434,300	
<b>Provincial Adjustment—</b>	<b>60,418,300</b>	<b>59,325,800</b>	<b>1,092,500</b>	
Addition (+) or Deduction (—) made for increase or decrease of Provincial and Local Balances . . . . .	—116,800	+717,900	...	834,700
Special grants to Provincial Governments . . . . .	...	+700,000	...	700,000
<b>NET EXPENDITURE CHARGED AGAINST REVENUE IN INDIA</b>	<b>60,301,500</b>	<b>60,743,700</b>	<b>...</b>	<b>442,200</b>
<b>Surplus</b>	<b>891,400</b>	<b>4,059,400</b>	<b>3,168,000</b>	

(a) Including interest and receipts under Civil Works.

(b) This entry in the Indian portion of the account is a minus one, as the interest passed to the charge of Railway and Irrigation is greater than the whole amount of interest payable in India.



6. The first point to note is that, except for a small falling-off under Stamps and Registration, every one of the Revenue heads shews better results than anticipated in the Budget Estimates. The improvement under Land Revenue is mostly in Burma and the North-Western Provinces. In Opium we have got much better prices in Bengal than we estimated for, namely, Rx. 4,164,000 against Rx. 3,900,000, and in Bombay the low rate of the pass-duty, as compared with previous years, has led to a revival of the export which last year shewed a very considerable decline. The increase in Salt Revenue, which now produces 9 crores against the 8½ which it gave us in the two famine years, is a satisfactory indication of the improvement in the condition of the people, and the Customs Revenue continues to increase as trade continues to flourish.

7. Post Office and Telegraph shew a falling-off, due in the latter case partly to the cessation of hostilities on the North-Western Frontier, but chiefly to the more extensive use of deferred telegrams which are now delivered by hand, and in the former case to reduction of rates of postage. We calculate that by the increase, from one tola to one-and-a-half, of the unit of weight for inland postage we diminish the annual revenue by Rx. 60,000, and by adopting the Imperial Penny Postage (for India, one anna) we give up Rx. 40,000. A considerable portion of this last item will be recovered for us by an arbitration given in our favour, in respect of the distribution, between the English and the Indian Post Offices, of the subsidy charges payable to the Peninsular and Oriental Company and by reductions of the scale of charge in respect of continental transit.

8. Under Railways—Net Earnings—we have received Rx. 778,100 more than we estimated, the important items being—

		Rx.
1. North-Western . . . . .	Better	410,000
2. Great Indian Peninsula . . . . .	Better	416,000
3. Bombay, Baroda and Central India . . . . .	Better	210,000
4. Rajputana-Malwa . . . . .	Better	70,000
5. Eastern Bengal . . . . .	Worse	110,000
6. Southern Mahratta . . . . .	Worse	80,000
7. South Indian . . . . .	Worse	50,000
8. Madras . . . . .	Worse	55,000
9. Assam-Bengal . . . . .	Worse	31,000
Net of the above . . . . .	Better	780,000

The improvement is due generally to large exports of grain consequent on good winter crops, and in one case to postponement of works of repair and renewal.

The Plague is responsible for the falling-off on the Railways in Southern India.

An inferior jute crop and the postponement of jute deliveries in Calcutta was the cause of the worse result on the Eastern Bengal State Railway, and inclusion in the Working Expenses of the revenue share of repairs of earthquake damages caused the reduction on the Assam Bengal-Railway.

9. On the expenditure side, the first considerable improvement is under Opium, and is due to our failure to obtain as good a crop as we hoped. We have been able to recommence the building up of our Reserve, but the good season for which for many years we have waited has not yet come, and the produce still remains short of our standard. There has also been a considerable saving in the expenditure of the Salt Departments, and fair amounts in the other Revenue Departments. The Civil Departments shew the usual considerable savings in their Budget Estimates, but the amount has been more than swallowed up in the expenditure caused by Plague. The head "Medical"

alone shews an excess over estimate of Rx. 327,800, most of which is in Bombay, and all of which for practical purposes falls on the Imperial Account, for the Provincial Governments are not able to bear the expenditure without assistance in the form of grants from Imperial.

10. The Army expenditure in India (ordinary) is less by Rx. 84,300 than estimated in the Budget, and of the Budget provision of Rx. 1,458,000 in India for Warlike Operations only Rx. 1,023,700 has been spent, the Military authorities having, from the very beginning of the year, found it practicable to reduce the forces maintained on the North-West Frontier.

### Rate of Exchange.

11. The rate of exchange taken for the purpose of the Budget Estimate last March was  $15\frac{3}{4}$  pence (or rather £1 = R15'6), that being the rate actually realized in 1897-98. At the opening of the year 1898-99 the current rate was  $15\frac{1}{16}$  or  $15\frac{1}{8}$ , but under the influence of a strong demand in April and May (in each of which months the Secretary of State sold two millions sterling of Council Bills) it quickly rose to 16 pence and over. This demand was due mainly to unusually large exports of Rice, Wheat, and Seeds, the figures of which for the five principal months of export are shown in the following table:—

*Exports (Value in Rupees) of Rice and Wheat (including Flour) and Seeds by Sea from British India during February to June 1896, 1897, and 1898.*

		February.	March.	April.	May.	June.
Rice	1896	2,30,79,157	2,35,35,019	1,28,19,258	87,78,324	1,05,82,552
	1897	2,05,74,378	2,26,73,146	85,42,095	74,73,502	72,22,085
	1898	2,11,33,697	2,39,73,430	1,74,35,984	1,39,93,271	1,00,28,152
Wheat	1896	13,68,050	14,41,371	20,32,888	27,38,742	21,72,359
	1897	3,28,052	1,83,882	3,47,801	5,03,124	6,14,133
	1898	9,99,271	55,10,941	1,09,23,719	2,85,78,798	2,28,64,833
Seeds	1896	68,45,149	96,72,087	1,08,31,633	1,27,32,470	1,10,86,314
	1897	25,08,515	30,02,053	43,92,610	1,09,06,210	85,56,518
	1898	58,76,128	74,23,872	88,45,785	1,25,27,552	1,16,97,108
Total all three.	1896	3,12,92,356	3,46,48,477	2,50,83,779	2,42,49,536	2,38,41,225
	1897	2,34,10,945	2,58,59,081	1,32,82,506	1,88,82,836	1,63,92,736
	1898	2,80,09,096	3,69,08,243	3,72,05,488	5,50,99,621	4,45,90,093

12. The position thus gained at the beginning of the year has never been lost, and the rate has continually fluctuated about 16 pence, now a little over it and now a little under it. In the latter half of the year the rate has never been below  $15\frac{1}{16}$  pence. The drawings have now for some time stood at Rx. 700,000 a week, and we expect when the year closes to have remitted by Council Bills £19,000,000 equal to Rx. 28,540,000, giving, as nearly as possible, an average rate of sixteen pence. The Revised Estimates for 1898-99 are accordingly made up at this rate.

13. For next year I have made the modest estimate of  $15\frac{3}{4}d$ . I fully anticipate we shall realize, as this year, something closely approaching to 16 pence, but our continual practice in India is to avoid sanguine estimating, and following this principle I am loth to take a figure which may have the taint of being, under existing circumstances, the best possible.



14. It may be noted that not only are the remittances of the current year the largest on record (there being hitherto only one year, 1881-82, in which they exceeded £18 millions), but we have in addition to these remittances received in India in exchange for silver at the rate of Rs. 15 per £ sterling, Rx. 2,616,400 of gold which we now hold as part of the currency reserve in addition to Rx. 255,400 similarly held on 1st April 1898.

### Budget Estimates, 1899-1900.

15. The Budget Estimates of Revenue and Expenditure for the coming year 1899-1900 made up at this rate of exchange shew a surplus of Revenue of Rx. 3,932,600. It will be best perhaps to explain the figures by comparing them with the Revised Estimate for the current year, as exhibited in the Statement in paragraph 5 above.

### Budget Estimates of 1899-1900 compared with the Revised Estimates of 1898-99.

	Revised, 1898-99.	Budget, 1899-1900.	1899-1900, Better than 1898-99.	1899-1900, Worse than 1898-99.
<b>ENGLAND.</b>				
<b>STERLING IN ENGLAND—</b>				
Revenue . . . . .	£ 232,500	£ 207,100		25,400
Expenditure . . . . .	£ 16,323,700	£ 16,531,600		207,900
NET EXCHANGE ON ABOVE . . . . . Rx.	8,045,600	8,550,900		505,300
<b>NET CHARGE</b> . . . . .	24,136,800	24,875,400		738,600
<b>INDIA.</b>				
	Rx.	Rx.	Rx.	Rx.
<b>REVENUES IN INDIA—</b>				
Land Revenue . . . . .	27,679,400	27,641,600	...	37,500
Opium . . . . .	5,679,400	6,003,700	324,300	...
Salt . . . . .	9,047,200	8,757,200	...	290,000
Other Principal Heads of Revenue . . . . .	24,583,200	24,414,400	...	168,800
Post Office and Telegraph (net) . . . . .	610,700	501,100	...	109,600
Departmental Receipts (a) . . . . .	4,174,700	4,052,700	...	122,000
Railways, Net Earnings . . . . .	12,814,200	13,382,600	568,400	...
Irrigation . . . . .	3,461,700	3,451,100	...	10,600
Military Works . . . . .	54,200	50,900	...	3,300
Army . . . . .	835,200	816,600	...	18,600
<b>TOTAL REVENUES</b> . . . . .	88,930,900	89,072,200	132,300	...
<b>EXPENDITURE IN INDIA—</b>				
<b>Direct Demands on Revenues—</b>				
Opium . . . . .	2,348,800	2,653,000	...	305,100
Other heads . . . . .	8,289,500	8,622,900	...	333,400
Interest . . . . .	1,132,200	1,319,800	187,600	...
Civil Departments . . . . .	17,371,100	17,986,800	...	615,700
Famine Relief . . . . .	44,600	5,700	38,900	...
Protective Works and Reduction of Debt . . . . .	1,131,500	1,123,900	7,600	...
Railways, charges against net earnings (net) . . . . .	4,881,800	5,218,900	...	337,100
Irrigation . . . . .	3,218,200	3,333,900	...	115,700
Military Works and Special Defences . . . . .	1,113,700	1,299,600	...	185,900
Civil Works . . . . .	4,493,600	5,350,800	...	857,200
Army (Ordinary Charges) . . . . .	16,541,500	16,873,400	...	331,900
Warlike Operations . . . . .	1,023,700	38,900	984,800	...
	59,325,800	61,188,900	...	1,863,100
<b>Provincial Adjustment</b> . . . . .	1,417,900	—924,700	2,342,600	...
<b>NET EXPENDITURE CHARGED AGAINST REVENUE IN INDIA.</b>	60,743,700	60,264,200	479,500	...
<b>Surplus</b> . . . . .	4,059,400	3,932,600	...	126,800

(a) Including Interest and Receipts under Civil Works.

16. Under Revenue heads in India the collection of arrears of Land Revenue still goes on, but we do not expect next year quite so much as in the current year. Under Salt and Customs we expect a slight advance over the Budget Estimates of 1898-99, but have not estimated to receive so great an advance over these as we shall certainly receive in the current year. The current prices of Opium warrant our estimating for a considerable increase in the revenue under this head.

17. Under Railways the estimates are for a small advance in net earnings. The details are as follow :—

	Budget, 1898-99. Rx.	Revised, 1898-99. Rx.	Budget, 1899-1900. Rx.
State Railways—Gross . . .	19,382,600	19,695,800	20,237,100
Working Charges . . .	9,770,500	9,876,600	10,047,000
Net . . .	9,612,100	9,819,200	10,190,100
Guaranteed Railways—Net . .	2,424,000	2,995,000	3,192,500
TOTAL NET . . .	12,036,100	12,814,200	13,382,600

18. The Great Indian Peninsula Railway contributes Rx. 130,000, the Madras Railway Rx. 65,000, and the East Indian Railway Rx. 60,000 of the improvement shewn in Budget, and we expect the Eastern Bengal and Southern Mahratta Railways to recover from their low figures of 1898-99. The increasing mileage of the East Coast Railway will also bring in better returns; on the other hand, there are heavy renewals on the North-Western Railway to be provided for. Under Civil Departments we have to provide for considerable additions to Police expenditure (partly due to Plague); and we have also made fairly ample estimates for Plague expenditure, the charges under "Medical" in India being as follows :—

	Total. Rx.	Including Plague Expenditure. Rx.
1894-95 . . . . .	1,003,438	...
1895-96 . . . . .	1,020,077	...
1896-97 . . . . .	1,065,158	19,000
1897-98 . . . . .	1,323,952	297,000
1898-99, Revised . . . . .	1,542,900	508,900
1899-1900, Budget . . . . .	1,678,100	354,200 + 209,500

The last-mentioned Rx. 209,500 is shewn separately, because it is in the nature of a reserve in the "India" Section of the Accounts, and if actually spent, it will not pass under "Medical" in the Imperial Portion of the Accounts, but be dealt with as a transfer.

19. We have increased the total provision for Military Works to Rx. 1,322,300, against expenditure in 1897-98 and 1898-99 of about Rx. 1,168,385 and Rx. 1,197,600, the purpose of the increase being to meet charges likely to fall upon us in respect of places of defence and similar works on the North-West Frontier.

20. The Military Estimates shew large savings in India as compared with the current year, the India figures being—

	Ordinary Expenditure. Rx.	Warlike Operations. Rx.	Total. Rx.
1896-97 . . . . .	17,243,137	18,206	17,261,343
1897-98 . . . . .	16,514,547	3,847,992	20,362,539
1898-99, Budget . . . . .	16,625,800	1,458,000	18,083,800
1898-99, Revised . . . . .	16,541,500	1,023,700	17,565,200
1899-1900, Budget . . . . .	16,873,400	38,900	16,912,300



### No Remission of Taxation.

21. In view of the surpluses as shewn in the Revised and Budget Estimates, the Government of India have carefully considered the question whether they should propose, at present, any remission of existing taxation. The conclusion to which they have come is that any such proposal would be premature, and this mainly on two grounds. The first is that we have, as it were, to make up for arrears. As stated in my opening paragraph, we have had in the past two years deficits aggregating Rx. 7,064,233, and we ought to regard ourselves as under an obligation to recover our position by accumulating counterbalancing surpluses. The second and weightier reason is that we have in contemplation, as is well known, certain extremely important measures of currency reform, which are under the consideration of a Committee sitting at the India Office in London. Whatever the advice of that Committee may be, we consider we are bound to prepare for any measures that may result from it by preserving as strong a financial position as possible, and we consider we would act unwisely if we were to reduce our financial strength by remitting existing taxation and run the risk of finding ourselves, by our own action, less free than we would otherwise be to undertake any measures of currency reform that may seem desirable.

### Railway Construction.

22. I have, in former Financial Statements, referred to the policy recently established of laying down a programme of Railway Construction for three years in advance. The first of these programmes was for the three years ending 31st March 1899. This programme was at first intended to include an expenditure of 27 crores of rupees, but was afterwards extended to 29 $\frac{3}{4}$  crores. Latterly, however, financial difficulties have obliged us somewhat to curtail the expenditure, and we expect to expend against the programme of 29 $\frac{3}{4}$  crores the following amounts :—

	Rx.
In 1896-97 (actuals) . . . . .	8,658,800
„ 1897-98 ( „ ) . . . . .	8,145,500
„ 1898-99 (Revised Estimate) . . . . .	8,387,500
<b>TOTAL</b> . . . . .	<b>25,191,800</b>

23. I leave to my Honourable Colleague Sir A. Trevor the task of stating in detail the results of the expenditure. It is sufficient here to set them out in the most general form (the figures of the Railways of Native States and of other Railways that lie outside our accounts being omitted) :—

	Standard Gauge.	Metre Gauge.	Special Gauges.	Total.
<i>March 31, 1896—</i>				
Mileage open . . . . .	10,430	6,842	36	17,308
„ under construction . . . . .	1,490	1,086	...	2,576
<b>TOTAL</b> . . . . .	<b>11,920</b>	<b>7,928</b>	<b>36</b>	<b>19,884</b>
<i>March 31, 1899—</i>				
Mileage open . . . . .	11,728	7,522	36	19,286
„ under construction . . . . .	814	971	77	1,862
<b>TOTAL</b> . . . . .	<b>12,542</b>	<b>8,493</b>	<b>113</b>	<b>21,143</b>

24. I divide the Railway Construction in the present estimates, for convenience sake with reference to our accounts, into four categories, namely:—

*First.*—State Railway Construction; money found by Government, but also by debentures in the case of the East Indian and Assam-Bengal Railway Companies.

*Second.*—Construction by Assisted and Working Companies out of funds raised by them or in some cases advanced by Government to them. Also Branch Line Companies under a firm guarantee.

*Third.*—Open line capital and new construction by the old Guaranteed Companies.

*Fourth.*—Construction by Companies outside the accounts of the Government, and also construction by Branch Line Companies on rebate terms.

The above classification slightly differs from that of last year's Statement, as under new arrangements every portion of the above comes within the programme, except the fourth category, *viz.*, Company construction outside the accounts of Government, and Branch Line Companies not under firm guarantee.

25. The Estimates of Capital construction for the two years 1898-99 and 1899-1900 now stand as follows, the figures for programme expenditure in the Revised Estimate of 1898-99 being modified so as to correspond with the new classification:—

	Revised Estimate, 1898-99.	Budget Estimate, 1899-1900.
FIRST CATEGORY—STATE RAILWAYS—	Rx.	Rx.
Funds available by Famine Grant	695,400	490,000
Grant under—		
48.—State Railway Construction	2,882,200	3,465,000
East Indian Railway Company's Debentures	1,573,800	750,000
TOTAL	5,151,400	4,705,000
SECOND CATEGORY—ASSISTED COMPANIES	3,155,300	3,009,900
THIRD CATEGORY—OLD GUARANTEED COMPANIES	851,600	1,107,800
TOTAL "PROGRAMME"	9,158,300	8,822,700
Add—FOURTH CATEGORY (outside programme)	1,470,100	950,300
TOTAL	10,628,400	9,773,000

*N.B.*—The Chittagong Port Works, connected with the Assam-Bengal Railway, shown in last year's Statement as Miscellaneous Public Improvements, are now included as "Railway Construction."

26. Having now carried to a fairly successful issue this policy of temporary activity in railway construction, we think it wise, both from a railway and from a financial point of view, to curtail for a time the rate of progress of railway construction. The nine or ten crores a year sanctioned in 1897 was not meant to be permanently adopted, and we deem it desirable now to allow a short time for the earning capacity of the lines recently constructed to develop itself, before again undertaking special burdens in the direction of capital outlay upon railways.

27. For these reasons we deemed it advisable to fix about 20 crores as the limit of our expenditure for the next three years; and a programme was accordingly prepared for expenditure as follows:—

	Rx.
1899-1900	6,772,700
1900-1901	6,728,400
1901-1902	6,821,000
TOTAL	20,322,100



but we have had to alter these figures for the following reason. In the Budget Estimates of 1898-99, we proposed to spend under the first three years' programme a sum of Rx. 10,788,900 in the year 1898-99, but the inability of the workshops in England to meet the demands which were made upon them by ourselves and the various constructing companies has reduced the expenditure of 1898-99 to Rx. 8,387,500. Many of the orders, however, will be completed and paid for in 1899-1900, and we have therefore to provide, under the new three years' programme, in 1899-1900 not only the intended Rx. 6,772,700, but a considerable amount in addition, which may be regarded as arrears of the old programme handed on to the new one. The amount estimated for is therefore Rx. 8,822,700.

28. The following are the entries under the first category (State Railways) :—

	Revised, 1898-99.	Budget, 1899-1900.
<i>Expenditure by State Agency—</i>		
Open lines—	Rx.	Rx.
North Western . . . . .	228,300	212,300
Oudh and Rohilkhand . . . . .	95,700	72,800
Eastern Bengal . . . . .	150,500	257,200
East Coast . . . . .	60,000	40,000
Warora Colliery . . . . .	—6,300	—2,100
Umaria Colliery . . . . .	—7,100	—100,000
Stores transactions . . . . .	—15,800	—7,500
TOTAL . . . . .	505,300	472,700

*Lines under construction—*

Rae Bareli-Benares . . . . .	54,400	4,000
Bhatinda-Ferozepur Conversion . . . . .	64,700	...
Mari-Attock . . . . .	142,500	25,000
Jullundur-Hoshiarpur—(Land) . . . . .	—100	...
Ghaziabad-Moradabad . . . . .	238,000	332,600
Indus Bridge . . . . .	108,400	35,000
Bezwada-Madras . . . . .	669,200	30,000
Godavari Bridge . . . . .	166,400	200,000
Lyallpur-Khanewal . . . . .	90,200	75,000
Coch Behar-Santrabari . . . . .	30,300	12,500
Rajbari-Fareedpur . . . . .	26,100	...
Shadipalli-Jodhpore Frontier . . . . .	100,300	100,000
Rungpur-Dhubri including Teesta Bridge . . . . .	46,100	211,500
Southern Punjab—Rolling-stock . . . . .	202,800	2,700
Hurdwar-Dehra . . . . .	7,800	27,200
Brahmaputra-Sultanpur . . . . .	36,600	8,800
Mymensingh-Jamalpur . . . . .	40,700	9,400
Nowshera-Dargai . . . . .	...	120,000
TOTAL . . . . .	2,024,400	1,193,700

*Expenditure by Agency of Companies—*

<i>Open lines—</i>		
East Indian including extensions . . . . .	1,450,000	1,500,000
Rajputana-Malwa system . . . . .	1,600	90,000
Tirhoot . . . . .	157,000	40,000
Bhopal . . . . .	5,400	10,000
Dhond and Manmad . . . . .	5,500	16,000
South Indian . . . . .	—200,000	50,000
Guntakal-Mysore Frontier . . . . .	—400	...
Madras-Ennore . . . . .	200	...
TOTAL . . . . .	1,419,300	1,706,000

	Revised, 1898-99.	Budget, 1899-1900.
	Rx.	Rx.
Lines under construction—		
Assam-Bengal { Land, Part I . . . . .	22,000	20,000
{ Construction, Part II . . . . .	1,134,400	762,000
{ Chittagong Jetties . . . . .	46,000	18,000
Hajipur-Katihar Extension . . . . .	250,000	200,000
Madura-Paumben . . . . .	...	100,000
Tinnevely-Quilon . . . . .	...	70,000
TOTAL . . . . .	1,452,400	1,170,000
Lump deduction on account of probable lapse Reserve . . . . .	250,000 ...	... 162,600
TOTAL FROM IMPERIAL FUNDS . . . . .	5,151,400	4,705,000

29. The items in the second category (Assisted Companies) are:—

	Revised, 1898-99.	Budget, 1899-1900.
	Rx.	Rx.
Bengal-Nagpur . . . . .	1,861,000	1,770,000
Indian Midland . . . . .	203,000	165,000
Burma Railways . . . . .	700,000	800,000
Bengal Central . . . . .	78,100	40,000
Lucknow-Bareilly . . . . .	15,300	6,900
Southern Mahratta . . . . .	44,900	40,000
Mysore . . . . .	35,000	20,000
Hardwar-Dehra . . . . .	150,000	88,000
Bhramaputra-Sultanpur . . . . .	68,000	80,000
TOTAL . . . . .	3,155,300	3,009,900

30. The estimate under the third category (old Guaranteed Companies) provides for:—

	Revised, 1898-99.	Budget, 1899-1900.
	Rx.	Rx.
Open Line Capital—		
Great Indian Peninsula . . . . .	73,600	74,000
Madras . . . . .	20,100	60,000
Bombay, Baroda and Central India . . . . .	459,100	410,000
Extensions—		
Calicut-Cannanore . . . . .	70,600	200,400
Amalner Palgaon-Chalisgaon Dhulia . . . . .	228,200	363,400
TOTAL . . . . .	851,600	1,107,800



31. The principal projects classed under the fourth category and outside the "programme" are:—

	Revised, 1898-99. Rx.	Budget, 1899-1900. Rx.
Bengal Dooars Extensions . . . . .	40,000	200,000
Bengal and North-Western Railway Exten- sions . . . . .	445,000	365,000
Tapti Valley . . . . .	650,000	230,000
South Behar . . . . .	204,000	77,500
Smaller Branch Lines . . . . .	131,100	77,800
<b>TOTAL</b> . . . . .	<b>1,470,100</b>	<b>950,300</b>

#### Capital Expenditure on Irrigation.

32. The amount of Rx. 750,000 has hitherto been provided for expenditure on Irrigation. In 1899-1900 a further amount of Rx. 100,000 is provided under this head. The grant for 1898-99 which was of the usual amount, Rx. 750,000, has not been fully worked up to, owing chiefly to the approaching completion of the Chenab Canal and partly to it not having been found possible to start work on the Jhelum Canal in the early part of the year.

33. The principal works under this head are at present:—

	Revised, 1898-99. Rx.	Budget, 1899-1900. Rx.
Mandalay Canal . . . . .	90,000	100,000
Fatehpur Branch of the Lower Ganges Canal	63,600	42,600
Chenab Canal . . . . .	151,500	80,000
Jhelum Canal . . . . .	36,200	210,000
Jamrao Canal . . . . .	142,200	133,900
Other Projects . . . . .	208,700	283,500
<b>TOTAL</b> . . . . .	<b>692,200</b>	<b>850,000</b>

#### Remittance and Debt.

34. The following account shews in a shortened form the requirements of the Secretary of State; the figures are drawn up so as to shew separately the transactions on account of Government, and the transactions arising out of the operations of Railway Companies:—

	Revised, 1898-99. £	Budget, 1899-1900. £
<i>Requirements on Government Account—</i>		
Excess of expenditure on Revenue Account	16,091,200	16,324,500
Expenditure not charged to Revenue . . . . .	791,100	682,100
Net payments on Remittance Accounts, etc . . . . .	225,400	268,800
<b>Total Requirements</b> . . . . .	<b>17,107,700</b>	<b>17,275,400</b>
<i>Transactions of Railway Companies—</i>		
Net receipts on account of Capital . . . . .	2,183,100	1,970,000
Payments for Stores, etc . . . . .	2,718,000	3,181,700
<b>Net Outgoings</b> . . . . .	<b>534,900</b>	<b>1,211,700</b>
<b>Net Funds required</b> . . . . .	<b>17,642,600</b>	<b>18,487,100</b>

35. The following figures shew the manner in which the above requirements have been or are to be financed :—

	Revised. 1898-99.	Budget, 1899-1900.
	£	£
By Council Bills (net Remittance) . . .	19,000,000	17,000,000
By addition to Permanent Debt . . .	1,912,800	...
Less reduction of Temporary Debt . . .	—1,500,000	...
By reduction of Cash Balance . . .	...	1,487,100
Deduct—Addition to Cash Balance . . .	—1,770,200	...
	<u>17,642,600</u>	<u>18,487,100</u>

36. In last year's Financial Statement I mentioned that the Secretary of State intended, besides renewing £6,000,000 outstanding temporary debt, to raise £6,000,000 permanent debt. This amount was raised in July in the form of India 2½ per cent stock, but it was issued at a considerable discount (namely at a rate of £88 10s. 5d. per cent), and produced only £5,297,700 in cash. With the money he discharged permanent debt to the extent of £3,384,900, so that the net amount raised by addition to sterling debt was £1,912,800. The Secretary of State has decided that the discount on the loan, *viz.*, £702,300, shall not be charged upon the revenues of the year, but shall be discharged by a Sinking Fund at the rate of interest borne by the loan, *viz.*, 2½ per cent, lasting over 50 years. There are already one or two Sinking Funds of the kind in connection with the sterling debt; £12,622 being the total charge appearing in the Accounts of 1897-98. The amount added by the new Sinking Fund is about £7,000.

37. The heavy drawings of the year, by Council Bills, enabled the Secretary of State to improve upon his intention of renewing the £6,000,000 outstanding temporary debt, and he renewed only £4,500,000 of it. The remainder of the excess of drawings went towards increase of the Cash Balance, which is estimated to stand, on 31st March 1899 at the unusually high figure of £4,304,400.

38. For next year, 1899-1900, the Secretary of State estimates to draw £17,000,000 by Council Bills, and though he does not estimate for any increase or decrease in either permanent or temporary debt, he considers that in view of the high balances which his Estimates, both Revised and Budget, show, he may find it possible to pay off some of the outstanding temporary debt.

39. In March last we estimated that we would have to raise a rupee loan of Rx. 3,000,000 in India, but as the time approached for our doing so, we found both that improved revenues had added to our resources, and the market was not favourable for so large a loan. We therefore limited our proposed loan to an amount of Rx. 1,200,000 under 3½ per cent conditions, and this amount was raised on August 24th at an average rate of R94 12½ annas per cent. The price remained about this figure for some months, but has recently advanced to over par.

40. We reckon that in India we shall be able next year to meet all the demands upon our Treasuries without raising any new debt, but it must be understood that all these announcements about the amount of contemplated remittances and loans are subject to the usual reservation of entire liberty to the Secretary of State to alter his plans as he may find occasion.

#### PROVINCIAL FINANCE, 1892 to 1899.

(The tabulated figures in this part are hundreds of Rx., that is, two ciphers are omitted.)

41. The progress of Provincial Finance is easiest studied by considering separately :—

*First.*—The amount of net Revenue, of which a definite portion settled by the terms of the "Contract" is at the disposal of the Provincial Government for its expenditure on Civil Administration.



*Second.*—The modification of this Provincial share of net Revenue, caused by special arrangements, different in each Province, in connexion with certain portions of Irrigation and Railway Administration, involving in some cases a small net outlay and in some a small net revenue.

*Third.*—The appropriation of the funds thus obtained towards the Provincial Expenditure, and especially the relation between the increase of expenditure and the increase of available funds.

42. The first figures to be set out are, therefore, the totals of the net revenues, that is, the revenues less expenditure directly charged against them. They are as follow, the figures being quite independent of any considerations as between Imperial and Provincial:—

*Total Ordinary Revenues—*

	Contract, 1892.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99, Revised.	1899-1900, Budget.
Central Provinces .	1,248.6	1,244.0	1,231.2	1,171.3	1,252.9	1,089.5	1,048.5	1,322.9	1,398.7
Burma (a) . . .	3,643.3	...	...	...	...	...	3,948.2	4,147.0	4,012.8
Assam . . . . .	814.0	842.9	962.5	992.1	1,003.4	1,015.3	995.8	1,017.3	1,047.3
Bengal . . . . .	7,081.6	7,325.2	7,445.8	7,606.9	7,714.8	7,823.5	7,835.9	7,998.8	8,058.9
North-Western Provinces and Oudh .	7,677.8	7,716.1	7,778.9	7,589.1	7,866.2	6,655.6	7,264.8	8,419.1	8,470.1
Punjab . . . . .	3,060.1	3,133.8	3,261.1	3,223.5	3,290.5	3,224.3	3,409.8	3,561.8	3,530.4
Madras . . . . .	6,817.1	7,106.2	7,469.2	7,645.6	7,719.3	7,478.8	7,863.2	8,015.5	7,988.0
Bombay (b) . . .	5,412.1	5,489.1	5,646.1	5,550.6	6,018.2	5,367.0	5,625.2	5,950.2	5,943.0

(a) The figure against Burma in the column "Contract, 1892" represents the Contract of 1897.

(b) The figures relating to alienated Land Revenue, an entry peculiar to Bombay, are omitted from both sides.

43. The next statement shews the portion of these revenues which, according to the Provincial contract in each case, is credited to Provincial Account. The figures stand as follows, and it may be noted that the revision of the contract made with effect from 1897-98 onward, was such as to cause little change in the total of the Provincial share, except in the two Provinces of Bengal and Madras where it was reduced by Rx. 90,000 and Rx. 130,000 respectively, and in the North-Western Provinces where it was increased by about Rx. 120,000, namely, the cessation of a temporary reduction of Rx. 50,000, and a direct addition of about Rx. 70,000. (The figures are as they stand before the addition of the contributions from Imperial entered at the end of the table in paragraph 47 and the special grants-in-aid and expenditure therefrom of which mention is made in paragraphs 65 and 66 below):—

*Provincial Share of Revenues—*

	Contract, 1892.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99, Revised.	1899-1900, Budget.
Central Provinces .	653.3	652.5	647.2	623.9	619.6	598.9	566.1	713.1	750.8
Burma (a) . . .	2,604.1	...	...	...	...	...	2,768.5	2,991.8	2,822.5
Assam . . . . .	477.1	507.3	549.7	556.4	566.9	575.9	564.3	626.0	626.3
Bengal . . . . .	2,767.1	2,899.4	2,941.4	3,049.2	3,102.6	3,160.9	3,552.1	3,517.5	3,549.3
North-Western Provinces and Oudh .	2,235.8	2,254.4	2,284.9	2,218.7	2,309.8	1,959.7	2,101.5	2,719.2	2,729.1
Punjab . . . . .	1,382.6	1,414.0	1,451.2	1,440.0	1,476.8	1,433.5	1,571.3	1,631.2	1,611.6
Madras . . . . .	2,368.7	2,491.0	2,587.9	2,653.5	2,676.7	2,627.1	2,588.5	2,655.7	2,632.4
Bombay . . . . .	2,404.4	2,451.5	2,490.8	2,481.2	2,601.2	2,405.4	2,475.9	2,554.9	2,569.7

(a) The figure against Burma in the column "Contract, 1892" represents the Contract of 1897.

44. I offer some comments on these two statements, shewing them in parallel columns :—

	Total Imperial <i>plus</i> Provincial.	Provincial Share only.																																				
<i>Central Provinces.</i>	Fairly continuous progress—a small drop in 1894-95 due, as the details shew, to failure of Land Revenue—Recovery in 1895-96. Then a serious loss of Revenue in the two famine years 1896-97 and 1897-98. But complete recovery in the early future is anticipated.	The Province obtained in the earlier years little or no margin of revenue beyond that allowed for in the Contract of 1892, and in the famine years there was very great loss as compared with that standard. If the anticipations for 1898-99 and 1899-1900 are realized, it will be very fairly off.																																				
<i>Burma</i>	No figures are here shewn for the years preceding 1897-98, the accounts having been completely changed in that year by the incorporation of Upper and Lower Burma as a single Province of account. The revenue is considerably in excess of that which was taken as the standard for the framing of the Provincial Contract of 1897. The falling-off in 1899-1900 is under "Forests," and may perhaps be due only to cautious estimating.	Revenue considerably in excess of the standard taken for the contract.																																				
<i>Assam</i>	Revenue steadily progressive. The effect of the earthquake in 1897-98 is shewn only in a slight slackening of the rate of progress.	Has all along enjoyed a considerable excess of revenue—at present nearly 30 per cent (Rx. 170 to 190 thousands) over the contract figure of 1892. But of this amount Rx. 33,000 represent a special addition made to meet the South Lushai expenditure transferred to Assam.																																				
<i>Bengal</i>	Also shews a steady progressive revenue. Owing presumably to the famine the progress from 1896-97 to 1897-98 was rather less than in other years. The falling-off was mainly under "Excise," as Land Revenue in Bengal is little subject to variation in consequence of famine.	The accounts of the Province were greatly affected by the withdrawal from the Province in 1897 of the extremely progressive revenue of the Eastern Bengal Railway the share of Revenue substituted therefor not being so progressive. Combining the ordinary revenue and the Railway account the figures stand thus:— <table><tr><td>Standard of 1892</td><td>.</td><td>.</td><td>2,806,3</td></tr><tr><td>1892-93</td><td>.</td><td>.</td><td>2,962,4</td></tr><tr><td>1893-94</td><td>.</td><td>.</td><td>3,011,0</td></tr><tr><td>1894-95</td><td>.</td><td>.</td><td>3,193,2</td></tr><tr><td>1895-96</td><td>.</td><td>.</td><td>3,235,7</td></tr><tr><td>1896-97</td><td>.</td><td>.</td><td>3,328,0</td></tr><tr><td>1897-98</td><td>.</td><td>.</td><td>3,297,8</td></tr><tr><td>1898-99</td><td>.</td><td>.</td><td>3,238,7</td></tr><tr><td>1899-1900</td><td>.</td><td>.</td><td>3,267,0</td></tr></table> which certainly may be called fairly progressive, the figures of the last two years being due in part, it may be hoped, to caution in estimating. The new contract, commencing from 1897-98, involved a reduction of about Rx. 90,00 in the Provincial share.	Standard of 1892	.	.	2,806,3	1892-93	.	.	2,962,4	1893-94	.	.	3,011,0	1894-95	.	.	3,193,2	1895-96	.	.	3,235,7	1896-97	.	.	3,328,0	1897-98	.	.	3,297,8	1898-99	.	.	3,238,7	1899-1900	.	.	3,267,0
Standard of 1892	.	.	2,806,3																																			
1892-93	.	.	2,962,4																																			
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1895-96	.	.	3,235,7																																			
1896-97	.	.	3,328,0																																			
1897-98	.	.	3,297,8																																			
1898-99	.	.	3,238,7																																			
1899-1900	.	.	3,267,0																																			



	Total Imperial <i>plus</i> Provincial.	Provincial Share only.
<i>North-Western Provinces.</i>	A fairly progressive revenue till the famine year, then a tremendous falling-off in Land Revenue (1896-97). Partial recovery in 1897-98 and in the following two years very high figures due to recovery of famine arrears.	The unequal operation of the Irrigation account and the change effected in it in 1897 renders it necessary to combine the figures for this Province as in the case of Bengal. They stand thus— Standard of 1892 . . . 2,215,4 1892-93 . . . 2,265,2 1893-94 . . . 2,314,5 1894-95 . . . 2,234,1 1895-96 . . . 2,170,3 1896-97 . . . 2,160,2 1897-98 . . . 2,432,4 1898-99 . . . 2,641,5 1899-1900 . . . 2,632,2 The story of these figures is shortly this,— At first a little improvement over the standard taken for settlement. In 1895-96 a failure of irrigation revenue, 1896-97 famine, and consequent failure of revenue. Thereafter the rapid recovery of the Province and the realizations of famine arrears of revenue bring in ample resources. The new contract, commencing from 1897-98, increased the assets by about Rx. 120,000. The same as in the other column.
<i>Punjab</i>	Steady progress as reckoned over the whole period, but a slight set back in the famine year.	
<i>Madras</i>	Shews a very progressive Revenue, the advance being only temporarily interrupted by famine.	Rapid increase of revenue up till the famine year—from that time figure fairly steady, but not advancing. The Provincial share from 1897-98 onwards would stand about Rx. 130,000 higher but for the revision of contract which came into operation from that year.
<i>Bombay</i>	An increase up to the famine year, then a considerable set back which has not yet been fully recovered.	The same remark as the first one in the case of Madras.

45. The sets of figures which I next shew are those relating to the Irrigation and Railway portion of the Provincial contracts, which I have described as coming in in modification of the amount of ordinary revenue otherwise at the disposal of the several Governments. The amount of modification thus imposed has, except in two cases, only slightly changed during the period under review, and the figures are, therefore, of no great importance except in the cases referred to, namely, Bengal and the North-Western Provinces, and these have been dealt with above:—

*Railways and Irrigation Accounts—*

	Contract, 1892.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99, Revised.	1899-1900, Budget.
Burma *	-125,0	...	...	...	...	...	-116,5	-130,5	-157,0
Assam	-9,5	-13,0	-10,5	-9,3	-10,2	-13,9	-14,2	-22,4	-0,5
Bengal	+39,2	+63,0	+69,6	+144,0	+133,1	+167,1	-254,3	-273,8	-282,3
North-Western Provinces and Oudh	-20,4	+10,8	+29,6	+15,4	-130,5	+200,5	+330,9	-77,7	-96,9
Punjab	+2,0	-23,5	-6,2	-5,7	+5,1	+6,1	+9,3	+7,8	+8,0
Madras	-313,9	-409,1	-360,7	-319,0	-334,8	-396,6	-297,5	-310,9	-313,9
Bombay	+5,1	-41,4	-15,6	-1,2	+3,7	-2,2	+7,7	+5,9	+8,7

\* The figure against Burma in the column "Contract, 1892" represents the Contract of 1897.

46. The next step is to examine the expenditure of the various Governments and observe how far they have kept the increase of it within the limits imposed by the increase of revenue. I shew separately the ordinary expenditure and the direct expenditure upon famine and plague.

47. The details are as follow, and the figures have to be compared with the general statement of available resources in the right column under paragraph 44 above:—

*Expenditure Account—*

	Contract, 1892.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99, Revised.	1899-1900, Budget.
<i>Expenditure, excluding Plague and Famine—</i>									
Central Provinces	653.3	674.3	707.9	679.6	673.0	688.7	764.4	706.0	701.0
Burma*	2,479.1	...	...	...	...	...	2,419.9	2,460.4	2,755.5
Assam	467.6	478.0	567.7	558.5	542.2	587.4	675.7	707.6	671.7
Bengal	2,806.3	2,972.1	2,974.1	2,993.4	3,115.9	3,295.2	3,302.0	3,141.6	3,272.0
North-Western Provinces and Oudh	2,215.4	2,281.9	2,339.7	2,349.9	2,342.2	2,485.8	2,513.7	2,401.7	2,586.9
Punjab	1,384.6	1,496.6	1,467.7	1,459.1	1,489.0	1,522.4	1,486.7	1,558.5	1,621.6
Madras	2,054.8	2,216.6	2,193.4	2,212.1	2,327.6	2,383.9	2,286.8	2,266.3	2,331.2
Bombay	2,409.5	2,433.6	2,455.7	2,526.5	2,560.2	2,588.9	2,005.4	2,534.6	2,604.7
<i>Plague and Famine Expenditure (Provincial)—</i>									
Central Provinces	...	...	...	6.4	...	2	5.8	18.3	17.5
Burma	...	...	...	...	...	...	62.7	...	...
Assam	...	...	...	...	...	...	...	...	...
Bengal	...	1	...	...	...	219.4	299.0	15.6	5.0
North-Western Provinces and Oudh	...	...	...	2	17.9	...	21.4	19.8	20.8
Punjab	...	...	...	...	...	31.3	90.2	18.0	10.0
Madras	...	24.4	2	...	2	47.2	161.0	20.7	64.1
Bombay	...	4	...	...	...	35.4	191.5	354.8	126.4
<i>Provincial Balances apart from grants-in aid by the Imperial Government—</i>									
Central Provinces	205.4	183.6	122.9	17.8	37.4	—52.6	—256.7	—267.9	—236.5
Burma	...	...	...	...	...	...	481.6	782.5	692.5
Assam	135.9	145.2	116.7	89.3	119.8	94.4	—31.2	—135.2	—190.1
Bengal	235.3	225.5	262.4	432.2	582.0	395.4	92.2	173.7	163.7
North-Western Provinces and Oudh	512.4	495.7	470.5	304.5	164.7	—160.9	—263.6	—43.6	—19.1
Punjab	277.1	171.0	148.3	123.5	116.4	52.3	50.0	112.5	100.5
Madras	419.1	260.0	293.0	386.0	430.1	229.5	71.8	129.6	52.8
Bombay	407.0	383.1	402.6	300.1	400.8	179.7	—133.6	—462.2	—614.9
<i>Contributions from Imperial in aid of Provincial Balances—</i>									
Central Provinces	...	...	...	...	...	52.6	204.1	...	...
Assam	...	...	...	...	...	...	80.0	80.0	...
Bengal	...	...	...	...	...	...	...	20.0	...
North Western Provinces and Oudh	...	...	...	...	...	160.9	102.7	...	...
Madras	...	...	...	...	...	...	...	50.7	64.1
Bombay	...	...	...	...	...	...	183.6	278.6	126.4

\* The figure against Burma in the column "Contract, 1892" represents the Contract of 1897.

48. *Central Provinces.*—The expenditure up to the famine year rose 2 or 3 lakhs (Rs. 20,000 or 30,000) above the standard of 1892; and since, as already observed, there was no margin of revenue, this resulted in the exhaustion of the ample balance, Rs. 205,400 with which the Province started. The strain of the famine year reduced the balance (apart from direct famine expenditure) still further to a deficit of Rs. 52,600 in 1896-97, and a further deficit of Rs. 204,100



in 1897-98, both of which were made up by grants from the Imperial Exchequer. The Province started in 1898-99 without any balance at all, and it is now expected that there will be a deficit in the year of Rx. 11,200, which must again be made up by a grant from Imperial Revenues. In 1899-1900 its estimated expenditure is well within its means.

The Province has taken practically no share of the cost of famine, which has been entirely Imperial—Rx. 1,640,245.

49. *Burma*.—Has not spent up to the rate of its increase of revenue, and has in consequence an ample and increasing balance. It is arranging now to expend part of the amount in meeting certain demands for Provincial Public Works, and has also made other proposals for expenditure on the public services.

50. *Assam*.—Had a comfortable balance, all along, of 10 lakhs (Rx. 100,000) more or less, keeping its increase of expenditure well up to, but not in excess of, its increase of revenue. The repair of earthquake damages imposed heavy charges in 1897-98 and 1898-99, which have largely exhausted the Provincial balance of Rx. 94,400 and absorbed also a grant of Rx. 160,000 by the Government of India; the balance being reduced for 31st March 1899 to about Rx. 25,000. In 1899-1900, after providing for absolutely necessary expenditure for Public Works and for the repair of earthquake damages, the estimates shew a deficit of Rx. 54,900.

The expansion of ordinary expenditure has been very considerable during the period under review.

51. *Bengal*.—The revenue of this Province, as above shewn, has afforded a margin for expansion of Provincial expenditure—namely, Rx. 2,806,300 in 1892 to (say) Rx. 3,300,000 in 1899-1900. The expenditure, however, was kept well in hand, so that the balance increased from Rx. 225,500 in March 1893 to Rx. 582,000 in March 1896. But this high balance sank to Rx. 92,200 two years later, as Rx. 518,400 out of it were spent in direct famine and plague charges. The ordinary expenditure in the two years now under estimate is taken at Rx. 3,141,600 and Rx. 3,272,000, which may be regarded as within the means of the Province, though it leaves a small deficit on the estimates of 1899-1900.

The Imperial Exchequer incurred famine charges in Bengal up to a total of Rx. 576,821 (about half of the total), but did not otherwise contribute by grants-in-aid to the resources of the Province.

The Province of Bengal has not had much plague expenditure to bear out of its own account, but we have made to it in 1898-99 a grant-in-aid of Rx. 20,000 which it will distribute to those Municipalities and Local Bodies whose funds have been most severely affected by expenditure on plague.

52. *North-Western Provinces*.—The Province had the advantage of starting in 1892 with a large balance still remaining on the credit side, but the rate of its annual expenditure was in excess of its annual revenue (having been found by reduction of balances), and when in the year before the famine a very favourable monsoon caused a failure of irrigation revenue (an important item in North-Western Provinces finance), the Province found its balance on March 31, 1896, reduced below the stipulated minimum of 20 lakhs (Rx. 200,000), and, as already said, a rate of current expenditure in excess of its current revenue by between 10 and 15 lakhs. During the strain of the famine year nothing could be done to amend this state of things, and the balance was overspent by Rx. 263,600, the amount being accordingly made up by grants-in-aid out of the Imperial Exchequer in the two years 1896-97 and 1897-98.

Under these circumstances, the Province contributed nothing towards the direct famine expenditure, the whole of which, Rx. 2,064,025, was found out of Imperial resources.

For 1898-99 it stands, as explained, without any balance to its credit, and its estimates stand as follows:—

	1898-99. Rx.	1899-1900. Rx.
Revenue Accounts . . . . .	2,641,500	2,632,200
Expenditure Accounts . . . . .	2,421,500 (a)	2,607,700 (b)
Results . . . . .	+ 220,000	+ 24,500

(a) Includes Rx. 19,800, Plague.

(b) Includes Rx. 20,800, Plague.

The handsome surplus which comes in in 1898-99 is due to the recovery by the North-Western Provinces of the arrears of the revenue due in 1896-97 and 1897-98, in compensation for the loss of which Imperial made the grants-in-aid of Rx. 263,600 above alluded to. In the coming year, 1899-1900, the Government, North-Western Provinces, propose to increase their scale of expenditure all round to a rate which they will not be able to maintain after the arrear collections (which add some lakhs to the present scale of revenue) are exhausted and the revenue falls back to its ordinary amount.

In anticipation of this surplus of 1898-99 and 1899-1900 it was stipulated that the benefit of these arrear collections was (*quoad* the Provincial share) to be considered as not applicable to current expenditure, but to be reserved (to the extent of 75 per cent of it) for building up the exhausted Provincial balance. The Government, North-Western Provinces, have fulfilled this pledge, and are now appropriating these arrears to a temporary increase of expenditure bearing in mind the impending diminution in the amount of their annual income as compared with the figures of 1898-99 and 1899-1900.

53. *Punjab*.—The Province has all along proceeded on fairly prosperous lines. The balances which were continually diminishing before the famine year are now on the rise, and the expenditure is within the amount of revenue available. The Province escaped any severe share in the calamities of 1896 and 1897, and the Imperial expenditure on famine was less than 3 lakhs (Rx. 30,000), the Province itself contributing about 12 lakhs (Rx. 120,000) or, including "Local," nearly 16.

54. *Madras*.—The expanding revenues of this Province have carried it through its period of disaster. It contributed moderately, that is, a total of a little over 20 lakhs (Rx. 200,000), towards its famine expenditure, the Government of India having undertaken all the rest (*viz.*, Rx. 732,995) so as to leave the Province with an opening balance of Rx. 71,800 in 1898-99. The Government of India further propose to make a grant to Madras of the amount of direct famine and plague expenditure incurred by it in 1898-99, namely, Rx. 20,700, and to estimate for next year a similar grant of Rx. 64,100. They also grant a further sum of Rx. 30,000 in 1898-99, placing the amount at the disposal of the Local Government for grants-in-aid to such Municipalities and Local Bodies as have been most affected by plague expenditure. With its famine and plague expenditure thus made up the Province shows a fair surplus on its transactions of 1898-99, and a small deficit in 1899-1900.

The detailed figures are:—

	1898-99. Rx.	1899-1900. Rx.
Revenue Accounts . . . . .	2,655,700	2,632,400
Deduct—Railway and Irrigation Account	310,900	313,900
Net available Revenue . . . . .	2,344,800	2,318,500
Proposed Expenditure, excluding Plague and Famine . . . . .	2,266,300	2,331,200
Plague and Famine . . . . .	20,700	64,100
TOTAL . . . . .	2,287,000	2,395,300



55. *Bombay*.—The continuous advance of the expenditure of the Province while the advance of the revenue was entirely set back by the famine year, has brought a strain upon the finances, irrespective of the direct effect of famine and plague expenditure. The figures may be set out as follows :—

	Revenue Account as modified by Irriga- tion and Railway figures.	Ordinary Expenditure Account.	Excess of Expenditure.
	Rx.	Rx.	Rx.
1892 standard . . . . .	2,409,500	2,409,500	
1892-93 . . . . .	2,410,100	2,434,000	
1893-94 . . . . .	2,475,200	2,455,700	
1894-95 . . . . .	2,480,000	2,526,500	6,200
1895-96 . . . . .	2,604,900	2,560,200	
1896-97 . . . . .	2,403,200	2,588,900	185,700
1897-98 . . . . .	2,483,600	2,605,400	121,800
1898-99 . . . . .	2,560,800	2,534,600	26,200 (Excess of Revenue.)
1899-1900 . . . . .	2,578,400	2,604,700	26,300 (Excess of Expenditure.)

The above figures exclude all direct Famine and Plague expenditure, and shew that the revenue and expenditure were in equilibrium for the first four years of the period under review, but that in the next two (the years of calamity), by reason of the falling-off in revenue, without an intermission of the increase in expenditure, the Provincial balance had to bear a reduction of Rx. 307,500.

The actual condition of the account till the end of 1897-98 was as follows :—

Balance, March 31, 1892 . . . . .	Rx. 407,000
Reduced by excess of ordinary expenditure—	Rx.
1892-93 to 1895-96 . . . . .	6,200
1896-97 . . . . .	185,700
1897-98 . . . . .	121,800
	313,700
	93,300
Further reduction by direct famine and plague expenditure not included in the above—	
1896-97 . . . . .	35,400
1897-98 . . . . .	191,500
	226,900
Net over-expenditure of balance till 31st March 1898 . . . . .	133,600
Cancelled by general grant-in-aid in 1897-98 of . . . . .	183,600
Leaving credit balance on 31st March 1898 of . . . . .	50,000

The Revised Estimates for Bombay for 1898-99 show :—

Revenues Account . . . . .	2,554,900	} Surplus on ordinary account Rx. 26,200.
Irrigation and Railway Account . . . . .	+ 5,900	
Expenditure Account, excluding Plague and Famine . . . . .	2,534,600	
Plague and Famine Expenditure . . . . .	354,800	

56. Putting the figures of the various provinces together, the following shews the facts up to March 31, 1898:—

Statement in Rx.	FAMINE AND PLAGUE EXPENDITURE (DIRECT).		Grants-in-aid by Imperial to Provincial.
	From Imperial sources.	From Pro- vincial and Local sources.	
Central Provinces . . . . .	1,640,245	8,820	256,700
Burma . . . . .	54,975	63,336	...
Assam . . . . .	...	...	80,000 (a)
Bengal . . . . .	576,821	553,951	...
North-Western Provinces . . . .	2,064,025	...	263,600
Punjab . . . . .	27,502	157,920	...
Madras . . . . .	732,995	228,601	...
Bombay . . . . .	1,242,760	27,887	183,600

(a) For earthquake.

57. The Government of Bombay, both in respect of its Provincial account and in respect of its Municipalities, have been very hardly pressed by plague expenditure. They have submitted to us an examination of the financial condition of their principal Municipalities, and we have agreed to their giving out of their general revenues relief to their Municipalities to the extent of Rx. 228,078, of which the greater part goes to the City Corporation. Including this grant from their revenues, the Government of Bombay will have spent in direct charges of famine and plague—

	Famine. Rx.	Plague. Rx.	TOTAL. Rx.
1896-97 . . . . .	24,000	11,400	35,400
1897-98 . . . . .	...	191,500	191,500
1898-99 . . . . .	24,800	330,000	354,800
TOTAL . . . . .			581,700

Out of the expenditure of the first two years, aggregating Rx. 226,900, the Provincial Government have met out of their ordinary revenues Rx. 43,300, and the balance Rx. 183,600 has been made up by special contributions by Imperial; in the same way its balance of Rx. 50,000, and Rx. 26,200, its surplus of 1898-99, fall far short of the charges Rx. 354,800 of 1898-99, and it is necessary for the Imperial Government to make a further grant-in-aid of Rx. 278,600 leaving the province, on April 1899, with an opening balance of *nil*. The total direct expenditure on plague and famine which has been borne by the province comes to Rx. 43,300 in the first two years and Rx. 76,200 in the last, or Rx. 119,500 in all.

It is anticipated that Rx. 126,400 of Plague expenditure will be incurred in Bombay in 1899-1900, and an equal amount of grant-in-aid from Imperial to Provincial has been estimated for in that year.

58. The grants shewn in the above paragraphs may be regarded as grants in the ordinary way of business, that is, grants made on the principle that in any case of extreme calamity, when Local aid has been exhausted, the charge must fall, as far as possible, on Provincial resources, and when they are exhausted the Imperial Government must bear the burden; and I think a liberal interpretation has been given to this Imperial responsibility, for we have taken over the direct Provincial expenditure on famine and plague of the two Provinces most affected by plague, without insisting upon their first defraying any part of it out of their own balances, and it is our desire at present to go still farther. On one or two past occasions, when Imperial finances have been subjected to great stress, we have called upon the Provincial Governments to give us aid out of their resources,



and under present circumstances, when Imperial finance by the recovery of exchange and from other causes is prosperous, and Provincial finance has been sore smitten by the consequences of famine and plague, we consider that a portion of our surplus cannot be better employed than in restoring the financial condition of the various provinces and relieving them from the financial difficulties which accompany the emergence from a state of famine and plague, so as to enable them to carry on their ordinary administration and meet their ordinary administrative necessities.

59. In the case of Bombay, though, as above described, we have made large grants towards the direct expenditure on famine and plague, yet the effect of these two calamities is still shewn in the falling-off in revenue and in indirect expenditure (on police and the like) which accompanies plague measures. We propose on these considerations to make to Bombay a grant of Rx. 150,000.

60. Bengal has not been affected by plague expenditure to anything like the same extent as Bombay; but, on the other hand, its finances have suffered from the very large extent to which the famine expenditure was met from Provincial and Local resources. We propose to make to it a similar grant of Rx. 150,000. This is in addition to the assistance already undertaken to be given from Imperial sources towards the European General Hospital at Calcutta, and also in addition to Rx. 20,000 mentioned in paragraph 51.

61. In Assam the only immediate difficulties arise in connection with earthquake damages. Towards this we have already given Rx. 160,000, and the Chief Commissioner has asked for Rx. 67,500 more. We propose now to close this account by a grant of Rx. 100,000.

62. The accounts of the Central Provinces are weighted only in respect of the very small balance it at present possesses, and the Estimates of 1898-99, as already stated, produces a deficit of Rx. 11,200; we propose to make it a grant of Rx. 50,000.

63. The claim of Madras arises mainly in respect of the fact that, at the last revision of the Provincial contracts, a larger resumption of revenue was made from it than from any other province. We propose to make a grant to it of Rx. 100,000, besides the above mentioned grants for the Famine and Plague expenditure, namely, Rx. 50,700 in 1898-99 and Rx. 64,100 in 1899-1900.

64. Burma in our opinion requires no assistance, nor, if we make a strict reckoning, do the North-Western Provinces or the Punjab. But the expenditure in these two provinces has been limited by the consideration of their general financial position, and they have also had to bear some expenditure, both direct and indirect, upon plague. We propose to give to the former a grant of Rx. 100,000, and to the latter a grant of Rx. 50,000.

65. All these amounts will be granted in the accounts of the year 1898-99, and the same amount (less the excess expenditure in the Central Provinces, Assam, Bengal, Madras, and Bombay already provided for by the Provincial Governments in their estimates) will be entered in the Estimates of 1899-1900 as expenditure out of Provincial balances under the head of Civil Works,—not as an invitation to the several Local Governments to expend the amounts in that year, but as a permission to them to do so (by re-appropriation or otherwise), if on a consideration of their general financial position and of the necessity of keeping a balance in hand, they deem it advisable. The amounts thus entered include in the case of Bengal and Madras the payments they may make against the grants of Rx. 20,000 and Rx. 30,000 referred to in paragraphs 51 and 54. The Provincial Governments should, however, bear in mind that the grants now made are grants made once for all, and that it will be dangerous for them to take them as warranting any expenditure of a recurring character; also that the Government of India in making the grants admits against itself no liability to make

good to Provincial Governments the loss or expenditure incurred by them in respect of the kinds of expenditure to which it has had regard in assessing the distribution of the grants ; but admits merely that as in times of Provincial financial prosperity it has called upon the provinces to come to the aid of the general exchequer, so in times of Imperial financial prosperity it is reasonable and expedient that it should depart from a strict interpretation of its financial relations to the Provincial Governments and aid them when at the same time they have had, and have, special financial misfortunes pressing on them. Perhaps I may refer in this connexion to paragraphs 127, 128 and 129 of Major Baring's (Lord Cromer's) financial statement of 1883.

66. These several free grants, as they may be called, are specially entered in the figures attached to the Financial Statement and are in addition to those entered at the end of the statement in paragraph 47. They are :—

	Rx.
Central Provinces . . . . .	50,000
Assam . . . . .	100,000
Bengal . . . . .	150,000
North-Western Provinces . . . . .	100,000
Punjab . . . . .	50,000
Madras . . . . .	100,000
Bombay . . . . .	150,000
<b>TOTAL . . . . .</b>	<b>700,000</b>

67. We have made fairly ample provision next year, namely, Rx. 126,400 in connection with the estimates of Bombay, Rx. 64,100 in Madras, and Rx. 209,500 not yet appropriated, for expenditure on combating the plague, which we may not unlikely have to meet in the future out of Imperial resources as we have done in the past. But we are not prepared, in a general way, to pay, out of Imperial resources, all the direct expenditure which the plague may cause, or to relieve Municipalities and other Local Bodies from the burden which necessarily falls upon them in respect of sanitary and medical expenditure caused by the approach or the advent of plague. Still less can we undertake to make up to Provincial Governments the excess expenditure which may have to be incurred under Police or in the other ordinary departments of Provincial Administration, or invite them to deal with ordinary administrative demands upon them with the same freedom which might be possible and even advisable, were we not all in the presence of a threatening calamity that necessitates our husbanding our resources as far as is possible.

### TWENTY YEARS' FINANCE.

68. Following up a purpose which I set before myself in last year's Financial Statement, I published, contemporaneously with the Finance and Revenue Accounts of last year, a summary of these accounts for the twenty years ending March 31, 1898. The summary was necessarily a statement of figures only, with no attempt at criticism, and I desire here to give some continuous account of the results which the figures shew, and explain where our Revenue and Expenditure have during these twenty years increased or decreased. The plan I adopt is to take one set of figures as the standard of the Revenue and Expenditure at the beginning of the period (or rather, say, for the year 1879), and another set as representing the standard for 1896 (that is, before the famine burst on the land). These seventeen years may be taken as a period of practically continuous financial history.

69. For the first of these two standards I take the average of the figures of 1878-79 and 1879-80. If we eliminate the war figures of these two years, which



in a comparison such as the present ought to be excluded, we obtain the following figures:—

	1878-79. Rx.	1879-80. Rx.
Surplus or Deficit . . . . .	+ 2,134,098	— 1,227,893
War Expenditure, India . . . .	600,109	4,591,644
„ England . . . . £	76,110	174,480
Surplus if war be excluded . . .	2,810,317	3,538,231

But we have still further to modify these figures by reason of the fact that they did not provide for the full famine liability of Rx. 1,500,000, the Famine Insurance being at the time in suspense, owing to the heavy war expenditure. This consideration adds Rx. 1,187,177 and Rx. 1,396,353 to the expenditure and reduces the surpluses to Rx. 1,623,140 and Rx. 2,141,878; or an average of Rx. 1,882,509.

That is, if we exclude consideration of war expenditure, and if we take Rx. 1,500,000 as the proper annual measure of famine liabilities, we had in 1879 a surplus of revenue of Rx. 1,882,500.

70. To find the similar figure for 1896, I take the figures of the Budget of that year which may be taken as expressing the standard of Revenue and Expenditure at the time. They are as follows, namely:—

	Rx.
Revenue in India (Budget) . . . . .	97,316,800
Expenditure, England, net (Budget) . . . . . £	15,735,300
Exchange (according to rate actually realized) .	10,222,300
India (Budget), less Rx. 20,000 war . . . .	69,368,500
Add—Amount wanting to make up Rx. 1,500,000 Famine Insurance . . . .	500,000
Total . . . . .	95,826,100
Surplus of Revenue . . . . .	1,490,700

71. We have therefore, comparing the standard of 1879 with that of 1896, a slightly worse position in the latter of the two years. I have made a careful analysis both of the increase of Revenue and of the increase of Expenditure between the two years, and I find it to be as follows:—

#### Imperial Account.

	Rx.	Rx.	Rx.
Increase of Revenue under Salt, Customs, Tributes and Miscellaneous . . . .	...	3,810,000	
Imperial Share of Increase of Revenue under Revenues provincially administered . . . . .	...	5,429,400	
Increase of net Revenues under Post Office, Telegraph, and Mint . . . .	...	457,400	
Improvements under Debt Services, Railways, and Irrigation (excluding consideration of exchange) . . . .	6,327,500		
Deduct—Loss by exchange charged against Railway Liabilities . . . .	2,608,300		
		3,719,200	
Famine Insurance reduced in account by transfer to the preceding head of charges for interest on Indian Midland and Bengal-Nagpur Railways . . . .	...	401,500	
Cessation of Railway Construction out of Revenue . . . . .	...	845,800	
Total available Improvement . . . .	...	...	14,663,300

<i>Absorbed as follows:—</i>	Rx.	Rx.	Rx.
Deterioration of Opium Revenue . . .	...	3,679,800	
Addition to charges for exchange. (Rate diminished from 19·85 pence to 14·45 pence) . . . . .	7,337,300		
<i>Deduct</i> —Amount taken to Railway Account . . . . .	2,608,300		
		4,729,000	
Deficit on Civil Administration of Upper Burma . . . . .	...	455,300	
Army Services: net Charges increased from Rx. 16,693,700 to Rx. 22,167,800 (irrespective of exchange) . . . . .	...	5,474,100	
Charges under "Political" increased from Rx. 427,100 to Rx. 893,700 . . .	...	471,600	
Civil and Miscellaneous charges in India increased from Rx. 1,189,200 to Rx. 1,541,300 . . . . .	352,100		
<i>Less</i> —Savings by decrease under Assignments and Territorial Pen- sions and Stationery . . . . .	223,800		
		128,300	
Sterling Expenditure other than Army, Debt Services, and Railways in- creased (excluding exchange) from £2,486,400 to £2,920,200 . . . . .	...	433,800	
Total . . . . .	...	...	15,371,900
Excess of demand over available means . . . . .	...	...	708,600

#### Provincial Account.

Increase of Provincial share of Reve- nue under Revenues provincially ad- ministered (a) . . . . .	...	4,102,700	
Increase in net charges for Provincial Civil Administration from Rx. 14,374,900 to Rx. 18,160,800 . . .	...	3,785,900	
Balance of increase of Revenue not absorbed . . . . .	...	...	316,800

(a) That is,  $\frac{1}{2}$  of Land Revenue and of Excise:  $\frac{1}{2}$  of Assessed Taxes, Forest, and Registration:  $\frac{1}{2}$  of Stamps.

The deterioration on Imperial Account, Rx. 708,600, less the improvement on Provincial Account, Rx. 316,800, gives a net deterioration of Rx. 391,800, namely, a reduction in the surplus of Revenue from the standard of Rx. 1,882,500 in 1879 to that of Rx. 1,490,700 in 1896.

72. This list shews that the resources made available by increased revenue and careful administration have practically been absorbed by (1) Loss of Opium Revenue, (2) Increase of Exchange Charges, (3) Increase of Military Expenditure, (4) Increase of Political Expenditure, (5) Increase of Provincial Expenditure, *i.e.*, of charges of Civil Administration, (6) Net Charges on account of Upper Burma.

73. On the first two of these no remark need be made here; they are misfortunes we have had to accept. The last may also be passed over without remark; the occupation of Upper Burma was a measure forced upon us by



political necessity, apart from any question of finance. The Province will, we trust, shortly meet the expenses of its civil administration, but naturally it does not as yet fully pay its way. The other three heads call for special explanation.

74. The subject of Military Expenditure is too vast to be entered on in detail. A general explanation of its increase was given by Sir Henry Brackenbury in the Budget Debate of 26th March 1896 and by Sir Edwin Collen on the same date in 1897. In respect of their military charges the Government of India feel the same necessity which presses upon all other Military Powers, and which has imposed upon even the most pacific nations increased burdens. Both our military system in its details and our general military and defensive policy are closely linked with those of England; and we cannot escape the necessity of increasing our defensive expenditure in the same way, though not perhaps to the same extent, that England does.

75. In illustration of this point I present the following figures; the English ones are taken from the Statistical Abstract of the United Kingdom, 1882 to 1896, pages 10 and 11:—

	DEFENSIVE EXPENDITURE, UNITED KINGDOM (a.)			DEFENSIVE EXPENDITURE, INDIA (b.)
	Army.	Navy.	Total.	Army and Military Works.
	£	£	£	Rx.
1882-83	15,133,451	10,259,853	25,393,304	16,928,587
1883-84	16,095,326	10,728,781	26,824,107	18,079,134
1884-85	18,600,338	11,427,064	30,027,402	16,955,165
1885-86	17,027,084	12,660,509	29,687,593	17,340,369
1886-87	18,429,272	13,265,401	31,694,673	19,413,293
1887-88	18,167,196	12,325,357	30,492,553	20,548,766
1888-89	15,919,738	12,999,895	28,919,633	20,305,140
1889-90	17,345,812	13,842,241	31,188,053	20,511,504
1890-91	17,550,023	14,125,358	31,675,381	20,821,160
1891-92	17,258,900	14,150,000	31,408,900	22,570,532
1892-93	17,541,700	14,302,000	31,843,700	23,705,932
1893-94	17,939,700	14,048,000	31,987,700	23,537,693
1894-95	17,899,800	17,545,000	35,444,800	23,966,973
1895-96	18,459,800	19,724,000	38,183,800	23,976,714
1896-97	18,269,800	22,170,000	40,439,800	24,384,447

(a) Excluding Expeditions and Naval Defence Fund.

(b) Excluding Special Defences and the following Expeditions: (1) Egypt, (2) Quetta, (3) Burma, (4) Chin-Lushai, (5) Chitral.

76. The result of these figures is to shew that while the Defence Expenditure in the United Kingdom has increased by 59 per cent, that in India has increased by only 44 per cent, even including the increase due to the fall of exchange, which affects Indian Military Expenditure in a special degree, owing to the

	£	
Net English Expenditure	4,000,000	large proportion of it that is measured by a sterling standard. The statement of expenditure in the United Kingdom is free from disturbance by this cause; while, on the other hand, the increase of Indian expenditure includes Rx. 2,526,000 directly due to this cause alone; and if this amount were excluded, the percentage of increase would be reduced to 29.
British Soldiers' pay	1,590,000	
TOTAL	5,590,000	
	Rx.	
Difference of exchange 19'85d. and 14'45d.	2,526,000	

77. The two most recent measures causing considerable increase of Military Expenditure were the raising of the pay of native soldiers in 1895, and of that of British soldiers in 1898. The former of these concessions had been delayed on financial grounds for a length of time which all our military advisers considered to be open to objection. The second measure, the increase of British soldiers' pay, is the

result of the determination of Her Majesty's Government on a question of general imperial policy.

78. Under the head of Political Expenditure, the increase measured by percentage is even more considerable; in amount it is Rx. 471,600. A few remarks will shew that this increase has been caused solely by the necessities of external policy. Two-fifths of the whole amount arises from the one item of Rx. 180,000 for the subsidy of His Highness the Amir of Afghanistan; and the Afghan Refugees cost at least Rx. 60,000 more. The period under consideration, moreover, has witnessed the rise and development of the Baluchistan Agency, which now accounts for Rx. 130,000 of the outlay charged under this head; the appointment of an Agent on the Perso-Afghan Frontier (Rx. 13,000); the occupation of the Gilgit and Chitral Frontier (Rx. 16,000); and considerable new expenditure, say, Rx. 40,000, in controlling the tribes and employing levies along the North-Western Frontier. The head "Political" contained also in 1896 Rx. 14,000 expended on the African Coast of the Gulf of Aden (the corresponding revenues are under Miscellaneous), and the scheme of Imperial Service Troops has caused a further increase of Rx. 22,000.

79. I pass to the figures shewn against Provincial (including Local) net expenditure, which has increased during the period under review from Rx. 14,374,900 to Rx. 18,160,800. These are the charges of Civil Administration generally, and under such heads increasing outlay is not only justifiable but inevitable, in every country in which civilization is not stationary or retrograding. The system of Provincial finance is based on the theory that the increase in the Provincial share of the Revenues can be set aside for increase of expenditure upon Civil Administration, and that, if the increase is kept within this limit, we have by this limitation, under ordinary circumstances, sufficiently taken into consideration the financial difficulties arising from falling exchange, from the necessities of Military and Political Expenditure, from wars and famines. We proceed, therefore, on the assumption that there is no objection to the Provincial share of the normal growth of Revenue being, as fast as it accrues, spent on administrative improvements. As has often been pointed out, a Provincial Government can do nothing with its money except spend it; it cannot, for example, utilize a surplus for remission of taxation.

### Conclusion.

80. The statement which I have laid before the Council exhibits, I think, a very favourable condition of Indian Finance. Some of these favourable elements are, I admit, temporary only, and due in a large measure to a specially active trade, others however are permanent and betoken the return of the prosperity and progress which I noted in my statement of March 1896, and which were so rudely interrupted by the outbreak of famine. The plague, though it is a great anxiety to both Imperial and Provincial Administrations, is, financially speaking, well within our power to cope with, and as the first responsibility for the measures taken in connexion with it rests with the Provincial Administrations, I have been particular to examine the position of the Provincial Financial Accounts, and trust that the measures of relief and assistance sanctioned by the Government of India and set out in the statement will enable them to face the difficulties in which they are placed, though I take for granted they do not claim relief from their share in the anxieties which are inseparable from financial administration in India.



## PART II.

## DETAILS OF THE ACCOUNTS AND ESTIMATES.

## Section I.—The Accounts of 1897-98.

81. The Revised Estimate of 1897-98 was framed for a deficit of *Accounts of* Rx. 5,283,100; in the closed Accounts this figure rises to Rx. 5,359,211, or *1897-98.* Rx. 76,111 worse than was anticipated when the Revised Estimate was framed.

The variations between the figures finally entered in the Accounts of the year and those assumed for the purposes of the Budget and the Revised Estimate are explained in the Appropriation Report published in the *Gazette of India* of the 18th instant.

The following statement compares the Revised Estimates with the Accounts of the year :—

		Revised Estimate.	Accounts.	Accounts, better.	Accounts, worse.
<b>REVENUE.</b>					
India	Rx.	96,262,000	96,139,287	...	122,713
England	£	192,000	193,662	1,662	...
Exchange	Rx.	107,500	109,055	1,555	...
<b>TOTAL</b>	<b>Rx.</b>	<b>96,561,500</b>	<b>96,442,004</b>	<b>...</b>	<b>119,496</b>
<b>EXPENDITURE.</b>					
India—					
Imperial, Provincial, and Local	Rx.	77,136,300	76,939,069	197,231	...
Adjustment of Provincial and					
Local Surplus or Deficit	Rx.	—705,700	—457,678	...	248,022
<b>NET</b>	<b>Rx.</b>	<b>76,430,600</b>	<b>76,481,391</b>	<b>...</b>	<b>50,791</b>
England	£	16,251,000	16,198,263	92,737	...
Exchange	Rx.	9,123,000	9,121,501	1,439	...
<b>TOTAL</b>	<b>Rx.</b>	<b>101,844,600</b>	<b>101,801,215</b>	<b>43,385</b>	<b>...</b>
<b>DEFICIT</b>	<b>Rx.</b>	<b>—5,283,100</b>	<b>—5,359,211</b>	<b>...</b>	<b>76,111</b>

82. The Revenue in India was less than the sum anticipated in the Revised Estimate by Rx. 122,713, and the Expenditure finally chargeable against that Revenue, after making allowance for the adjustment of the sums by which Provincial and Local Revenues were in surplus or deficit, exceeded the forecast by Rx. 50,791. In India, therefore, the Accounts as a whole turn out worse than the Estimate by Rx. 173,504. Against this must be set an improvement in Revenue in England of Rx. 3,217, and a decrease in Expenditure in England of Rx. 94,176—in all Rx. 97,393, including exchange. The sum of Rx. 76,111, being the difference between the results obtained in India and England, represents the total falling-off in the Accounts as compared with the Revised Estimate of the year. *1897-98. General Results.*

83. The Land Revenue actually realised fell short of the Revised Estimate by Rx. 248,658. In the North-Western Provinces the collections were over-estimated by Rx. 157,820, and in Bombay by Rx. 104,384; while in Burma a sum of Rx. 46,270 was collected in excess of the Estimate. Owing to the fact that the largest instalment of Land Revenue falls due towards the close of the financial year, there is at all times a difficulty in making a precise forecast of the March collections, and in the past year the Estimate was also indirectly affected by the *1897-98. Revenue in India.*

famine, which left it uncertain to the last moment to what extent it would be possible to enforce any given measure of compliance with the revenue demand of the year.

The Opium Revenue proved worse than the Estimate by Rx. 62,528, due to a decline in the exports of Malwa Opium to China. On the other hand, the realisations under Customs show an improvement of Rx. 63,895, and the Railway Revenue rose by Rx. 90,857 owing to a slight increase of traffic on some of the Railways towards the close of the year.

1897-98.  
Expenditure in  
India.

84. On the Expenditure side the outlay on Famine Relief during the last weeks of the year was less by Rx. 66,112 owing to the cessation of operations earlier than had been anticipated. In the Railway Revenue Account there was a saving of Rx. 125,704 on the Revised Estimate mainly under Working Expenses. Army Expenditure shows an excess of Rx. 62,239 due to increased payments to Native Troops on account of compensation for dearness of provisions and forage.

1897-98.  
Revenue and  
Expenditure  
in England.

85. The reduction in Expenditure in England of £92,737, or including Exchange Rx. 94,176, consists for the most part of a saving under Army Charges of £67,773. The increase in Revenue in England comes to the trifling sum of £1,662, or including Exchange Rx. 3,217, and consists mainly of recoveries on account of stores.

86. The Expenditure not charged to Revenue amounted to Rx. 4,328,541 as compared with Rx. 4,604,600 entered in the Revised Estimate.

## Section II.—Revised Estimate of 1898-1899.

1898-99.  
Statement of the  
gross figures.

87. The following is a general comparison of the Budget Estimates with the Revised Estimates of 1898-99:—

	Budget.	Revised.	Revised, better.	Revised, worse.
<b>REVENUE.</b>				
India . . . . Rx.	98,791,700	101,217,400	2,425,700	
England . . . . £	188,300	232,500	44,200	
Exchange . . . . Rx.	105,400	116,200	10,800	
<b>TOTAL . Rx.</b>	<b>99,085,400</b>	<b>101,566,100</b>	<b>2,480,700</b>	
<b>EXPENDITURE.</b>				
India—				
Imperial, Provincial, and Local Rx.	72,610,100	71,603,300	1,006,800	
Adjustment of Provincial and Local Surplus or Deficit . Rx.	—116,800	+1,417,900	...	1,534,700
<b>NET . Rx.</b>	<b>72,493,300</b>	<b>73,021,200</b>	<b>...</b>	<b>527,900</b>
England . . . . £	16,474,800	16,323,700	151,100	
Exchange . . . . Rx.	9,225,900	8,161,800	1,064,100	
<b>TOTAL . Rx.</b>	<b>98,194,000</b>	<b>97,506,700</b>	<b>687,300</b>	
<b>SURPLUS . Rx.</b>	<b>891,400</b>	<b>4,059,400</b>	<b>3,168,000</b>	

1898-99.  
General features.

88. The leading characteristic of 1898-99 is the rapid recovery of the revenue from the effect of the unfavourable conditions prevailing in the two preceding years. Under all heads of Revenue, except Stamps and Registration, the sums actually realised are largely in excess of the forecast framed a year ago. The general prosperity of the people has added to the receipts under Salt and Customs; abundant harvests have increased the Railway Revenue; Opium has sold for higher prices and has cost less to produce; the burden of famine



relief has been removed; military expenditure has been reduced earlier and to a larger extent than was anticipated; and the charge for exchange has been less by a crore of rupees than that assumed in framing the Budget. The only adverse feature is the revival and extension of plague which has increased the medical expenditure in every Province and injuriously affected some branches of revenue.

89. The Revenue in India is expected to exceed the Budget Estimate by 1898-99. *General Results.*  
 Rx. 2,425,700, and besides this there will be a reduction of expenditure of Rx. 1,006,800 made up of Rx. 518,600 under Army, Rx. 305,200 under Opium, and Rx. 208,500 under Public Works—Buildings and Roads. Of this total improvement in India of Rx. 3,432,500, Rx. 1,534,700 occurs under Provincial and Local, and Rx. 1,897,800 under Imperial. The Revenue in England shows an increase of £44,200, and the Expenditure a decline of £151,100. Adding to these a reduction of the net charge for exchange by Rx. 1,074,900, the final result is an increase of the surplus of the year by Rx. 3,168,000 from Rx. 891,400 to Rx. 4,059,400.

90. The more important increases of Revenue in India occur under the following heads:— *1898-99. Increase of Revenue in India.*

	Rx.
Land Revenue . . . . .	111,200
Opium . . . . .	349,600
Salt . . . . .	319,200
Provincial Rates . . . . .	92,100
Customs . . . . .	307,900
Forests . . . . .	102,400
Miscellaneous . . . . .	102,100
Railway Receipts . . . . .	884,200
Irrigation Major Works . . . . .	193,200

91. The increase of Rx. 111,200 in the collections of Land Revenue 1898-99. *Land Revenue.*  
 includes the following amounts in excess of the Estimate:—

	Rx.
Burma . . . . .	100,800
North-Western Provinces and Oudh . . . . .	52,000
Bombay . . . . .	33,600

In Burma the continuous expansion of cultivation induced by a fertile soil and light settlements and the revision of assessment-rates have added to the ordinary revenue, and the yield of the Capitation Tax has been raised by the natural increase of population. In the North-Western Provinces and Oudh large sums are expected to be realised on account both of ordinary arrears and of revenue suspended during the famine. The enhanced collections in Bombay include arrears due to plague in some districts and to bad seasons in others; while in Sind the revenue has been raised not only by these causes, but by a favourable inundation greatly extending the area under spring crops.

Account must also be taken of the following decreases:—

	Rx.
Madras . . . . .	32,100
Central Provinces . . . . .	35,000
India . . . . .	10,900

The decrease in Madras is due to a fall in the sales of lands benefited by the Periyar Irrigation Scheme in Madura; the Central Provinces figures are affected by suspensions of revenue and smaller recoveries of arrears; and the decline under India General is caused by the failure of the rains and general scarcity in Ajmir, and by drought, locusts, and low prices in Baluchistan where the Land Revenue is collected in produce.

92. Although the collections of Land Revenue in 1898-99 are expected to exceed the Budget Estimate, the Imperial share of the total collections will be considerably less by reason of the special contributions given in aid of Provincial resources which involve a re-adjustment of the Imperial and Provincial shares of the revenue.

The following table compares the respective shares as they appear in the Budget and Revised Estimates :—

	LAND REVENUE, BUDGET OF 1898-99.		LAND REVENUE, REVISED ESTIMATES OF 1898-99.	
	Imperial share.	Provincial share.	Imperial share.	Provincial share.
	Rx.	Rx.	Rx.	Rx.
Distribution according to Provincial Settlement . . . . .	16,237,900	11,330,300	16,264,300	11,415,100
<i>Add or Deduct—</i>				
Special contribution in aid of Plague and Famine expenditure and of General Re- sources of Provincial Governments . . . . .	—150,000	+150,000	—1,129,300	+1,129,300
Distribution according to Estimates . . . . .	16,087,900	11,480,300	15,135,000	12,544,400

The contribution of Rx. 150,000 entered in the Budget Estimate of 1898-99 includes Rx. 80,000 granted to Assam in aid of expenditure incurred on the repair of Earthquake damages, and Rx. 70,000 to Bombay in aid of Plague expenditure. The amount in the Revised, Rx. 1,129,300, is made up as follows :—

	Rx.
General contribution in aid of Provincial resources as stated in paragraph 66 of this Statement . . . . .	700,000
Special contribution in aid of Earthquake expenditure in Assam . . . . .	80,000
Special contribution in aid of Plague expenditure by Local Bodies in Bengal . . . . .	20,000
Special contribution in aid of Famine and Plague expenditure in Madras (Provincial and Local) . . . . .	50,700
Special contribution in aid of Famine and Plague expenditure in Bombay . . . . .	278,600
<b>TOTAL</b> . . . . .	<b>1,129,300</b>

1898-99.  
Opium Revenue.

93. The receipts from Opium in Bengal are likely to exceed the estimate by Rx. 264,500, the bulk of which represents the difference between Rs. 1,000 a chest, the price assumed in the Budget for Bengal Opium, and Rs. 1,055, the average actually realised. At the same time the quantity sold during the last three months of the year has risen by 450 chests, representing an increase in revenue of Rx. 51,600. More favourable conditions in the China market, aided by the reduction of the pass-duty on Malwa Opium from Rs. 600 to Rs. 500 per chest, which took place in October 1897, seem to have brought about a substantial recovery of the trade, though the exports have as yet hardly returned to the



level at which they stood before the great decline of 1896-97 and 1897-98. The result is an increase in the receipts over the estimate of Rx. 84,000.

94. Of the increase of Rx. 319,200 under Salt, the sum of Rx. 215,000, which has been realised in Madras, represents mainly the recovery of revenue deferred under the credit system from the previous year. The revenue brought to account during the year has probably also been to some extent enhanced by the fact that the rise in the price of Government paper during the last few months has tended to discourage resort to the credit system and to stimulate cash sales.

The receipts of the Northern India Salt Department show an increase of Rx. 52,200 due partly to normal development, but mainly to the revival of trade in Kohat salt consequent on the pacification of the frontier.

95. An increase of Rx. 23,200 in Bengal is due to the receipts under Local having been under-estimated in the Budget. In the North-Western Provinces Rx. 17,100 and in Madras Rx. 22,900 have been added in the collection of arrears, and in Bombay the increase of Rx. 17,600 has followed the rise in Land Revenue.

96. Of the rise of Rx. 307,900 under Customs, Rx. 199,100 occurs in Burma, —Rx. 66,200 under Imports, chiefly Manufactured Articles, Liquors, and Articles of Food and Drink, and Rx. 130,000 under Export Duty on Rice. Bengal accounts for Rx. 105,000 distributed over Articles of Food and Drink, Silver Bullion and Coin, Oils, and Liquors; and Bombay shows Rx. 37,000 comprising considerable increases under Oils, Liquors, Silver Bullion and Coin, Articles of Food and Drink, and Excise on Cotton Goods, and substantial decreases under Manufactured Articles and Import Duty on Cotton Goods. A decline of Rx. 34,200 in Madras occurs under Spirits and Liquors, Imported Cotton Goods, and Miscellaneous Exports.

97. The increase of Rx. 102,400 under Forests is made up of a rise of Rx. 199,500 in Burma, mainly due to the large demand for, and high market value of teak timber, which has added Rx. 111,500 to the royalty paid by the Bombay-Burma Trading Corporation for the forests from which they derive their supplies. The increase also includes a sum of Rx. 12,000 paid by the same Company in connection with mal-practices committed by their employés. A reduction of Rx. 71,400 in Bombay is ascribed to the depression in trade caused by the continuance of plague, and to the smaller demand for locomotive fuel in Sind and for forest produce in general.

98. The increase of Rx. 102,100 under Miscellaneous Revenue includes one sum of Rx. 57,400 recovered from the Burma Railway Company for the value of work done by famine labour on the Meiktila-Myingyan Railway, and another of Rx. 37,500 realised in Madras by the sale of cloth manufactured at Government expense during the recent famine in order to afford relief to weavers in distress.

99. The great rise of Rx. 884,200 in Railway Revenue in India is mainly due to the general development of traffic of all kinds which results directly and indirectly from the opening of new sections of line, and to the large export of grain which was rendered possible by the harvesting of good winter crops. The more important increases occur on the following lines:—

	Rx.
North-Western . . . . .	310,000
Great Indian Peninsula (net) . . . . .	416,000
Bombay, Baroda and Central India (net) . . . . .	210,000
East Indian . . . . .	200,000
Rajputana-Malwa . . . . .	160,000

and the more important decreases on the following :—

	Rx.
Eastern Bengal . . . . .	110,000
Southern Mahratta . . . . .	115,000
South Indian . . . . .	70,000
Mysore . . . . .	55,000
East Coast, including Bezwada-Madras . . . . .	60,000
Madras (net) . . . . .	55,000

The reduction on the Eastern Bengal State Railway was due to a short jute crop, and that on the Railways in Southern India to the effect of plague on the passenger traffic. The falling-off on the East Coast Railway was caused by delay in opening the Bezwada-Madras Section.

100. The increase of Rx. 193,200 in Irrigation Revenue is distributed as follows :—

	Rx.
North-Western Provinces and Oudh . . . . .	56,200
Punjab . . . . .	120,800
Other Provinces . . . . .	16,200

In the North-Western Provinces the area irrigated during the past *Kharif* season was larger than had been anticipated. A similar expansion of irrigation occurred on the Bari Doab, Sirhind, and Swat River Canals in the Punjab and on the Deccan and Guzarat Canals in Bombay, while in Sind a better supply of water produced an enhanced demand. The receipts were also raised by the recovery of outstanding balances on the Western Jumna Canal and in the Deccan and Guzarat.

101. The only decrease of any moment in the revenue of the current year occurs under the head of Telegraph Receipts, which show a falling-off of Rx. 154,800 made up as follows :—

	Rx.
Indian Telegraph . . . . .	114,400
Indo-European Telegraph . . . . .	40,400

The falling-off under the former head is due partly to the cessation of military operations on the North-West Frontier, but chiefly to the fact that, since the practice of delivering deferred telegrams by hand instead of sending them by post has been introduced, this class of message has gained greatly in popularity, and has to a considerable extent taken the place formerly occupied by ordinary and urgent messages. The decline in the Indo-European receipts occurs in the message traffic with the Indian Telegraph Department transferred at Karachi.

102. The more important increases of expenditure in India are :—

	Rx.
Medical . . . . .	327,800
State Railways: Working Expenses . . . . .	106,100
Guaranteed Companies: Surplus Profits, Land, and Supervision . . . . .	106,100
Mint . . . . .	49,000

103. The large increase under Medical is due to the impossibility of making an accurate forecast of the expenditure required to guard against the spread of the plague in new directions, and to combat the disease where it has once become established. The cost of these operations continues to be far heavier in Bombay than elsewhere, and out of the total increase of Rx. 327,800 in the expenditure entered under Medical no less than Rx. 268,200 has been incurred in that province. The following statement gives an estimate of the cost in each province under Imperial, Provincial, and Local heads of the preventive and remedial

1898-99.  
Irrigation  
Revenue.

1898-99.  
Telegraph  
Revenue.

1898-99.  
Increases of  
Expenditure  
in India.

1898-99.  
Medical Expendi-  
ture.



measures undertaken in 1896-97, 1897-98, 1898-99, and contemplated in 1899-1900:—

*Statement of direct and indirect expenditure connected with the plague under the various heads of Accounts for the years 1896-97, 1897-98, 1898-99, and 1899-1900.*

	India.	Central Provinces.	Bengal.	North- Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
<i>Accounts, 1896-97.</i>	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
3.—Land Revenue . . . . .	...	...	...	...	...	...	100	100
18.—General Administration . . . . .	...	...	...	...	...	...	3,100	3,100
19A.—Courts of Law . . . . .	...	...	...	200	...	...	200	400
19B.—Jails . . . . .	...	...	100	...	...	...	...	100
20.—Police . . . . .	...	...	...	100	...	...	900	1,000
24.—Medical . . . . .	...	200	4,300	500	200	...	13,800	19,000
<b>TOTAL</b> . . . . .	...	200	4,400	800	200	...	18,100	23,700
<i>Accounts, 1897-98.</i>								
3.—Land Revenue . . . . .	...	...	...	300	600	...	2,100	3,000
5 and 7.—Salt and Excise . . . . .	...	...	...	...	...	...	100	100
9.—Customs . . . . .	...	...	...	...	...	...	600	600
11.—Forest . . . . .	...	...	...	...	...	...	100	100
18.—General Administration . . . . .	4,100	...	...	...	100	...	9,300	13,500
19A.—Law and Justice, Courts of Law . . . . .	...	...	...	700	300	200	700	1,900
20.—Police . . . . .	200	...	1,500	1,100	1,000	100	12,800	16,700
22.—Education . . . . .	...	...	...	...	...	...	100	100
24.—Medical . . . . .	6,100	6,000	30,700	23,800	13,400	6,400	210,600	297,000
25.—Political . . . . .	...	...	...	...	...	...	100	100
30.—Stationery and Printing . . . . .	...	...	...	...	...	...	1,200	1,200
45.—Civil Works . . . . .	...	...	...	...	...	...	14,300	14,300
<b>TOTAL</b> . . . . .	10,400	6,000	32,200	25,900	15,400	6,700	252,000	348,600
<i>Revised Estimates, 1898-99.</i>								
3.—Land Revenue . . . . .	...	...	...	300	6,500	500	1,700	9,000
5 and 7.—Salt and Excise . . . . .	...	...	...	...	...	100	...	100
9.—Customs . . . . .	...	...	...	...	...	...	800	800
15.—Post Office . . . . .	...	...	...	...	...	100	...	100
18.—General Administration . . . . .	2,900	...	...	...	100	400	10,400	13,800
19A.—Law and Justice—Courts of Law . . . . .	...	...	...	300	2,400	100	700	3,500
20.—Police . . . . .	700	...	4,000	7,000	9,500	600	16,800	38,600
24.—Medical . . . . .	16,000	17,200	15,600	19,800	29,600	56,500	354,200	508,900
25.—Political . . . . .	...	...	...	...	...	...	300	300
30.—Stationery and Printing . . . . .	600	...	...	...	...	...	1,400	2,000
45.—Civil Works . . . . .	...	...	...	...	...	...	3,800	3,800
<b>TOTAL</b> . . . . .	20,200	17,200	19,600	27,400	48,100	58,300	390,100	580,900
<i>Budget Estimate, 1899-1900.</i>								
3.—Land Revenue . . . . .	...	...	...	...	...	4,100	1,100	5,200
5 and 7.—Salt and Excise . . . . .	...	...	...	...	...	700	...	700
9.—Customs . . . . .	...	...	...	...	...	...	400	400
15.—Post Office . . . . .	...	...	...	...	...	100	...	100
18.—General Administration . . . . .	1,700	...	...	...	...	400	10,500	12,600
19A.—Law and Justice, Courts of Law . . . . .	...	...	...	...	...	400	...	400
20.—Police . . . . .	1,400	...	8,800	5,000	...	2,900	13,800	31,900
24.—Medical . . . . .	223,500	17,800	5,000	20,800	5,500	139,100	152,000	503,700
25.—Political . . . . .	...	...	...	...	...	...	100	100
30.—Stationery and Printing . . . . .	1,000	...	...	...	...	...	1,500	2,500
<b>TOTAL</b> . . . . .	227,600	17,800	13,800	25,800	5,500	147,700	179,400	617,600
<b>GRAND TOTAL, FOUR YEARS . . . . .</b>	258,200	41,200	70,000	79,900	69,200	212,700	839,600	1,570,800

104. The Statement illustrates the gradual spread of plague since its first appearance in Bombay in 1896-97. In that year the measures undertaken to check the progress of the disease cost Rx. 23,700, of which Rx. 18,100 was spent in the area where it was actually prevalent, the balance representing outlay on railway inspection and similar measures designed to guard against its extension to provinces not then infected. In 1897-98 the total expenditure rose to Rx. 348,600, including Rx. 252,000 in Bombay and Sind. In addition to this, Bengal devoted Rx. 32,200 to the development of protective measures on lines of railway and to watching arrivals from infected areas; the North-Western Provinces and Oudh spent Rx. 25,900 in suppressing the outbreak of plague at Hardwar; and the Punjab spent Rx. 15,400 on preventive operations in the districts of Jullundur and Hoshiarpur. In 1898-99 there was a further increase of the total expenditure, as shown in the Revised Estimate, to Rx. 580,900, including Rx. 390,100 in Bombay, Rx. 58,300 in Madras where the plague has appeared in several districts, Rx. 48,100 in the Punjab, Rx. 27,400 in the North-Western Provinces, Rx. 19,600 in Bengal where protective arrangements were maintained and an outbreak occurred in Calcutta, and Rx. 20,200 under India General which includes the cost of combating the outbreak in Bangalore.

105. The estimate for next year amounts to Rx. 617,600, and provides for an increase of expenditure in Madras from Rx. 58,300 to Rx. 147,700; while the charges in Bombay are taken at Rx. 179,400, or Rx. 210,700 less than the Revised figures of the current year. A provision of Rx. 209,500 has been made under India General in order to meet requirements which cannot now be foreseen.

106. During the four years covered by the Statement the total expenditure by Government and District Funds in India amounts to Rx. 1,570,800, to which must be added £22,560 (including Exchange Rx. 34,862) spent in England on payments to doctors and nurses engaged for service in India. Even where plague itself has not appeared the necessity of maintaining inspection camps on the chief lines of communication imposes a severe burden on Provincial finances and strains the resources of the medical staff. The Statement takes no account of the heavy expenditure incurred by Native States and Municipalities except in so far as it includes grants made by the Bombay Government in aid of municipal outlay on plague.

The expenditure from the Home Treasury on account of pay, passage, etc., of medical officers and lady nurses in each of the four years has been or will be as follows:—

	Sterling. £	Exchange. Rx.	Total. Rx.
1896-97 . . . . .	1,013	669	1,682
1897-98 . . . . .	11,247	6,333	17,580
1898-99 (Revised) . . . . .	5,300	2,700	8,000
1899-1900 (Budget) . . . . .	5,000	2,600	7,600
TOTAL . . . . .	22,560	12,302	34,862

1898-99.

State Railways:  
Working Expenses.

107. The rise in the Working Expenses of State Railways represents for the most part the cost of earning the increased revenue mentioned in paragraph 99 above. It is due chiefly to the heavier traffic worked, the greater lengths of mileage open, and to more extensive renewals of stock and permanent-way. Some lines have also had to provide for special repairs of the damage caused by the earthquake of 12th June 1897 and by floods. The more important increases occur on the following Railways:—

	Rx.
East Indian . . . . .	190,000
Rajputana-Malwa . . . . .	90,000
Assam-Bengal . . . . .	36,000



These are, however, to some extent counterbalanced by a decrease in the Working Expenses of the other lines noted below:—

	Rx.
North-Western . . . . .	100,000
East Coast, including Bezwada-Madras . . . . .	40,000
Southern Mahratta . . . . .	35,000
Mysore . . . . .	23,000
Oudh and Rohilkhand . . . . .	20,000

108. The increase of expenditure under Surplus Profits, Land, and Supervi-<sup>1898-99.</sup> sion is made up of an increase under Surplus Profits of Rx. 197,200 and a decrease under Land and Supervision of Rx. 91,100. Under the former head no provision <sup>Guaranteed Companies: Surplus Profits, Land, and Supervision.</sup> was made in the Budget Estimate for the payment of surplus profits to the Madras Railway Company, and the goods earnings of the Bombay, Baroda and Central India and the Great Indian Peninsula were under-estimated. The charges under Land and Supervision are reduced owing to less land being taken up for the Calicut-Cannanore Branch in Madras and certain minor lines in Bombay than had been originally expected.

109. The increase in Mint expenditure occurs partly under temporary <sup>1898-99.</sup> establishment and overtime allowances for the recoinage of Bhopal and Kashmir <sup>Mint Expenditure.</sup> rupees—an outlay more than counterbalanced by an increase in the Mint receipts. But the major portion of the increase is due to a loss of Rx. 40,000 on copper coinage in 1898-99. The gain or loss on copper coinage represents the difference between the face value of the coins actually put into circulation and the cost of making and distributing them. Of the enormous quantity of copper coin issued in the famine years for relief payments, a large proportion is now returning from circulation because it is in excess of the normal requirements of the people. The Estimate provides for the resulting loss on the coins so returned.

110. The more important decreases of expenditure occur under the following <sup>1898-99.</sup> heads:— <sup>Decreases of Expenditure in India.</sup>

	Rx.
Land Revenue . . . . .	59,600
Opium . . . . .	305,200
Salt . . . . .	53,400
Education . . . . .	60,300
Political . . . . .	83,000
Subsidised Railway Companies: Land and Subsidy . . . . .	81,200
Civil Works . . . . .	208,500
Army . . . . .	518,600

111. The decrease of Rx. 59,600 under Land Revenue occurs for the most <sup>1898-99.</sup> part under the heads of Salaries, Exchange Compensation Allowance, Establish- <sup>Land Revenue Expenditure.</sup> ments, and Savings under Survey and Settlement in the North-Western Provinces, the Punjab, and Burma. The decrease of Rx. 15,400 in Madras is mainly under Local, and arises from delay in giving effect to a scheme for raising the pay of village accountants.

112. Under Opium the reduction of Rx. 305,200 in the estimated expenditure <sup>1898-99.</sup> is almost wholly under Payments to Cultivators, which vary from year to year <sup>Opium Expenditure.</sup> with the yield of the crop. The greater part of it occurs in Behar, where the sums likely to be required seem to have been greatly over-estimated.

113. Of the decline of Rx. 53,400 under Salt, Madras accounts for Rx. 25,100, <sup>1898-99.</sup> more than half of which is under the Purchase and Freight of Salt. A decrease <sup>Salt Expenditure.</sup> of Rx. 12,500 in Bengal is due to the whole of the Preventive Staff sanctioned for Orissa not having been appointed during the year. A similar decline in the expenditure of the Northern India Salt Department is due to smaller payments of salaries, reduction of charges for manufacture, and to the abolition of the Indus Preventive Line.

1898-99.  
Education  
Expenditure.

114. The decline of expenditure on Education is largest in Bengal (Rx. 17,200), owing to the charges on account of salaries being over-estimated, and in Bombay (Rx. 12,700) where the outlay was affected by the prevalence of plague.

1898-99.  
Political  
Expenditure.

115. Of the reduction of Rx. 83,000 under Political Expenditure, more than half is due to the subsidy to the Amir of Kabul not having been drawn in full. An apparent saving is also caused by the charges for the escort of the Burma-China Boundary Delimitation Commission being adjusted in the Military Accounts.

1898-99.  
Subsidised  
Railway Com-  
panies; Land and  
Subsidy.

116. The decrease in the payments to Subsidised Railway Companies occurs wholly in the item of land, and is due to the programme of the year not having been worked up to in the case of the Bengal and North-Western, Bhagalpur-Baidyanath, Mymensingh-Jamalpur, Amritsar-Sarhali, Jullundur-Hoshiarpur, and several other Railways.

1898-99.  
Civil Works.

117. Of the entire saving of Rx. 208,500 anticipated under the head of Civil Works, Rx. 118,800 occurs in the Local Section of the Estimates, and is due partly to the failure of District Boards to work up to their estimates, and partly to the estimates themselves having been revised in Bombay and Madras in order to provide funds for plague purposes. The former cause accounts for differences of Rx. 35,000 in Bengal, Rx. 21,400 in the North-Western Provinces and Oudh, and Rx. 12,400 in Burma; and the latter for decreases of Rx. 26,100 in Bombay, and Rx. 22,000 in Madras.

In the Provincial Section the savings amount to Rx. 69,600, of which the North-Western Provinces and Oudh contribute Rx. 9,000, Bombay Rx. 13,500, and Madras Rx. 18,400. In the North-Western Provinces the decrease is due partly to expenditure proceeding at a slower rate than was expected, and partly to the transfer of the Ghazipur Steam Ferry to the Bengal and North-Western Railway. In Bombay grants were reduced on general financial grounds after the Budget was passed, and in Madras savings were caused by a transfer to the Educational Department and by the non-payment of grants to Municipalities for water-supply projects.

1898-99.  
Army  
Expenditure.

118. The large decrease of Rx. 518,600 in Army Expenditure in India comprises the following important reductions:—

	Rx.
Military operations and special services due to the demobilisation of the Tirah Expeditionary Force in April 1898, and the substitution of the Khyber Brigade with moveable column for the Khyber Force as originally constituted . . . . .	291,100
Saving on Exchange Compensation Allowance owing to the rise in exchange . . . . .	41,200
Reduced expenditure under Army and Garrison Staff and Regimental Pay and Allowances with reference to recent actuals . . . . .	24,500
Saving arising from the short strength of the Army . . . . .	55,700
Saving on account of Troops serving in East Africa and Mauritius and charged to the Imperial Government . . . . .	33,400
Transfer to the Civil Estimates of charges for the pay of officers on plague duty . . . . .	24,100
Lapse of provision for increase of Commissariat-Transport Officers . . . . .	20,000
Reduced price of food and forage . . . . .	65,000



119. One cause of saving which affects not only Army Expenditure, but most of the important heads of Expenditure in India, is the rise in the rate of exchange, on the basis of which the Exchange Compensation Allowances have been calculated. The average rate assumed in the Budget Estimate of 1898-99 for this calculation was  $15\frac{1}{2}d.$ ; but the four quarterly rates with reference to which the allowances have been actually paid are  $15\frac{3}{4}d.$ ,  $15\frac{3}{8}d.$ ,  $15\frac{7}{8}d.$ , and  $15\frac{1}{2}d.$ , yielding an average for the whole year of  $15\frac{5}{8}d.$  The consequent saving amounts to Rx. 119,000.

120. The Sterling receipts are expected to exceed the Budget Estimate by £44,200. The three important items composing this increase are: £18,000 under Interest on temporary investments of Cash Balance, the rates of interest realised being higher; £9,000 representing larger miscellaneous receipts connected with the supply of stores to India; and £10,400 under Army receipts, mainly in connection with the Indian Troop Service and other effective services.

121. The Sterling expenditure is expected to be less than the Budget Estimate by £151,100. The important variations comprising this difference are (1) a reduction of £83,300 in the charge for interest on loans; (2) a saving of £145,200 in the Army effective and non-effective charges; and (3) increases of £36,300 and £24,400, respectively, under Civil Furlough Allowances and Military Works.

The Interest charges are less by £83,300, of which £35,400 represents a decrease in interest on India  $2\frac{1}{2}$  per cent Stock owing to the loan this year not having been issued so early as was expected; £44,900 comes under reduction in interest on India Bills, due to a smaller amount of Bills being issued; while in addition to these savings, £10,000 provided to meet interest on temporary loans from the Bank of England was not required. On the other hand, the discount on the loan of £6,000,000 India  $2\frac{1}{2}$  per cent Stock issued in July 1898 amounted to £702,300. As this sum is exceptionally large, it has been decided to depart from the usual practice of entering the whole of it as a charge on the Revenue of the year, and to reduce the amount of debt incurred in excess of the money actually raised by means of a Discount Sinking Fund spread over 50 years, the rate of interest adopted in the calculation for the Sinking Fund being  $2\frac{1}{2}$  per cent. A sum of £7,000 has accordingly been entered in the Revised Estimate as the first investment towards this Sinking Fund.

As regards Army charges, the reduction in the demands for stores—mainly Ordnance stores—amounted to £105,000, and the payments for pay and pensions of non-effective and retired officers of the Indian Service and for furlough allowances of officers of that service are expected to be less than the Estimate by £88,000. On the other hand, arrear payments of £34,500 due to the War Office for effective and non-effective Army charges of the year 1897-98 have been made in the current year; there has also been an excess charge of £17,000 under the head of Troop Service.

The payments for Civil Furlough and Absentee Allowances have exceeded the Estimates owing to the exceptionally large number of officers on furlough, and the demands for stores required for the Bangalore Water-works have swelled the expenditure on account of Military Works.

122. The net charge for Exchange on Sterling expenditure is less than in the Budget Estimate by Rx. 1,074,900. The net Sterling expenditure is less by £195,300, and the Exchange on this difference at the rate of £1 = R 15.6, the rate of the Budget Estimate, is Rx. 109,400, which is the saving in Exchange due to the decrease in Sterling payments. The direct saving from the rise in the rate of Exchange from £1 = R 15.6 to £1 = R 15 is, therefore, Rx. 965,500.

## Section III.—Budget Estimate of 1899-1900.

1899-1900.  
Statement of the  
gross figures.

123. The following is a general comparison of the Budget Estimate of 1899-1900 with that of 1898-99:—

		1898-99.	1899-1900.	1899-1900, better.	1899-1900, worse.
<b>REVENUE.</b>					
India . . . . .	Rx.	98,791,700	101,645,900	2,854,200	
England . . . . .	£	188,300	207,100	18,800	
Exchange . . . . .	Rx.	105,400	108,500	3,100	
<b>TOTAL</b> . . . . .	<b>Rx.</b>	<b>99,085,400</b>	<b>101,961,500</b>	<b>2,876,100</b>	
<b>EXPENDITURE.</b>					
India —					
Imperial, Provincial, and Local	Rx.	72,610,100	73,762,600		1,152,500
Adjustment of Provincial and Local Surplus or Deficit . . . . .	Rx.	—116,800	—924,700	807,900	
<b>NET</b> . . . . .	<b>Rx.</b>	<b>72,493,300</b>	<b>72,837,900</b>		<b>344,600</b>
England . . . . .	£	16,474,800	16,531,600		56,800
Exchange . . . . .	Rx.	9,225,900	8,659,400	566,500	
<b>TOTAL</b> . . . . .	<b>Rx.</b>	<b>98,194,000</b>	<b>98,028,900</b>	<b>165,100</b>	
<b>SURPLUS</b> . . . . .	<b>Rx.</b>	<b>891,400</b>	<b>3,932,600</b>	<b>3,041,200</b>	

1899-1900.  
Main features.

124. The year opens with fair promise. Except in limited areas in the Central Provinces and the Punjab the agricultural prospects are good, and the bulk of the population have returned to the standard of living which prevailed before the scarcity compelled them to reduce their consumption of all but absolute necessities. An expansion is accordingly looked for under all the principal heads of Revenues, except Registration fees, which are really payments for services rendered; and Railway receipts, which are a good test of general prosperity, are expected to show a corresponding increase. The only serious rise of expenditure is in the medical charges connected with the plague: the other increases represent improvements of administration, or outlay required to earn increased revenue.

1899-1900.  
General Results.

125. The Revenue in India is expected to exceed the estimated receipts of 1898-99 by Rx. 2,854,200, while the Expenditure, after allowing for the adjustment of Provincial and Local surpluses or deficits, will be increased by Rx. 344,600. In England an improvement of £18,800 in Revenue is anticipated against a rise in Expenditure of £56,800. At the same time the net charge for exchange will be reduced by Rx. 569,600, so that the combined account works out to a surplus of Rx. 3,932,600, being Rx. 3,041,200 in excess of the estimated surplus of 1898-99.

1899-1900.  
Increases of Re-  
venue in India.

126. The following are the most important increases of Revenue in India:—

Land Revenue . . . . .	73,700
Opium . . . . .	673,900
Excise . . . . .	60,900
Provincial Rates . . . . .	91,500
Customs . . . . .	58,200
Assessed Taxes . . . . .	55,900
Forest . . . . .	55,100



Railways—

State, Gross Receipts . . . . .	854,500
Guaranteed, Net Traffic Receipts . . . . .	768,500

Irrigation—

Major Works—Direct Receipts . . . . .	139,800
Land Revenue due to Irrigation . . . . .	71,100

127. The growth of Land Revenue is most marked in Burma, where <sup>1899-1900.</sup> Rx. 107,900 is expected to accrue from revision of assessments and increase in Land Revenue. cultivation. In the North-Western Provinces and Oudh Rx. 110,300 will be gained by enhancements of revenue resulting from the regular revision of settlements. An increase of Rx. 34,300 in the Central Provinces is due to provision having been made for the recovery of famine arrears. Decreases of Rx. 113,500 in Madras and of Rx. 25,400 in Bombay are caused by the reduction of the arrear balances which swelled the receipts in the current year added in the latter case to a less favourable inundation in Sind.

128. The Estimate anticipates an increase of Rx. 587,300 in the Opium Rev- <sup>1899-1900.</sup> Opium Revenue. enue in Bengal. Prices show an almost unbroken rise throughout the past year; the average per chest has gone up from R1,023 in 1897-98 to R1,055 in the current year and the price realised at the sale of March 1899 is R1,149 against R948 at the same time a year ago. R1,100 has accordingly been taken as the average price for the ensuing year. In Bombay it is assumed that the revival of the trade in Malwa Opium, which has followed on the reduction of duty, will continue unabated, and that the number of chests exported will be the same as in the current year. On this basis an increase in revenue of Rx. 84,000 is looked for.

129. The Excise Revenue has been slow to recover from the depression <sup>1899-1900.</sup> Excise Revenue. caused by the famine, and the Estimate anticipates only the moderate increase of Rx. 60,900. To this the North-Western Provinces and Oudh contributes Rx. 67,500 due to the normal growth of revenue and to the introduction of administrative reforms, while Burma, Bengal, and Bombay look forward to increases of about Rx. 25,000 apiece. On the other hand, the actuals of the current year in Madras point to a decline in revenue which is estimated at Rx. 110,000.

130. Of the increase of Rx. 91,500 under Provincial Rates, Bengal contributes <sup>1899-1900.</sup> Provincial Rates. Rx. 38,700 arising from the completion of revaluations in the Districts of Dinajpur and Backerganj. In Madras an increase of Rx. 21,600 is looked for from Village Service Funds.

131. In Bengal an increase of Customs Revenue, amounting to Rx. 55,000, <sup>1899-1900.</sup> Customs Revenue. is anticipated, mainly under Liquors, Articles of Food and Drink, and Silver Bullion and Coin. In Burma an aggregate improvement of Rx. 51,200 is expected under Export Duty on Rice and various heads of Import Duty, specially Liquors, Articles of Food and Drink, and Manufactured Articles. The Estimate for Madras shows a decline of Rx. 34,200, chiefly under Liquors, Imported Cotton Goods, and Exports.

132. The increase under the head of Assessed Taxes is largest in Bengal <sup>1899-1900.</sup> Assessed Taxes. (Rx. 25,000) and in Madras (Rx. 15,000), and is due to progressive revision of the assessments and to general improvement in the administration of this head of revenue.

133. An increase of Rx. 69,700 under Forest Revenue anticipated in Burma <sup>1899-1900.</sup> Forest Revenue. really represents a decline from the abnormal receipts for which credit has been taken in the Revised Estimates. The demand for teak at the present high prices is expected to fall off; the Bombay-Burma Trading Corporation will reduce their exports of timber from the Pyinmana forests, and the revenue obtained in the form of royalty will be diminished in proportion.

1899-1900.  
Railway Revenue.

134. The Railway Revenue of the coming year is estimated at Rx. 1,623,000 in excess of the amount taken in the Budget of 1898-99. The forecast is justified by the excellent promise of the spring crops and by the additional mileage likely to be opened for traffic during the year.

1899-1900.  
Irrigation Revenue.

135. The Estimate of Irrigation Direct Receipts for 1899-1900 is based upon the normal expectations of Revenue, and anticipates a falling-off from the exceptionally high returns indicated by the Revised Estimate of the current year. As compared with the Budget of 1898-99, it provides for an increased Revenue of Rx. 139,800, which includes an increase of Rx. 80,200 in the Revenue from the Canals in the Punjab, and Rx. 54,100 from Canals in the North-Western Provinces and Oudh, due in each case to the growth of the demand for canal irrigation.

1899-1900.  
Decrease of Revenue.

136. The only important decrease of Revenue in India occurs under Telegraph Receipts, which show a falling off of Rx. 130,400 as compared with the Budget of 1898-99. This, however, represents an advance of Rx. 24,400 on the Revised Estimate of the current year, and indicates that the growth of operations in India is overtaking the decrease of Revenue brought about for the time being by the cessation of military operations, the extended use of deferred messages, and the falling-off in the Indo-European message traffic transferred at Karachi.

1899-1900.  
Decreases of Expenditure.

137. The chief reductions in Expenditure in India occur under the following heads:—

	Rx.
Army Services . . . . .	1,171,500
Interest on Ordinary Debt . . . . .	202,000
Famine Relief . . . . .	79,400
Construction of Protective Railway . . . . .	178,300

1899-1900.  
Army Expenditure.

138. The following are the principal causes which have contributed to bring about the important decrease of Rx. 1,171,500 in Army charges:—

	Rx.
Reduction of Military Operations and Special Services . . . . .	1,176,500
Saving under pay of British troops due to exchange being taken at 1s. 4d. instead of 1s. 3½d. the rupee . . . . .	120,000
Saving in Exchange Compensation . . . . .	20,800
Saving under Regimental Pay and Allowances . . . . .	45,000
Fall in the prices of food-supplies . . . . .	60,000
Saving due to the cost of the 1st Bengal Infantry stationed at Mauritius being debited to Her Majesty's Government . . . . .	21,200
	<u>1,443,500</u>

Against the above important decreases in expenditure the following increases are provided for:—

Provision of messing allowance made for the whole year instead of for part only as in 1898-99 . . . . .	114,600
Smaller deduction in India on account of excess provision in the Home Estimates . . . . .	48,300
Mobilisation Equipment of the additional corps included among the extra units of the field Army . . . . .	39,500
Reserve of compressed fodder to facilitate mobilisation operations . . . . .	37,600
Re-establishment of Cantonment Hospitals . . . . .	20,700
	<u>260,700</u>



139. As was explained in last year's Financial Statement, the decrease of Interest charges represents for the most part the interest on the difference between the Capital Expenditure on Railways and Protective Works and ordinary loans contracted in India. 1899-1900.  
Interest on Debt.

140. Except in a small portion of the Central Provinces where the people have not yet recovered from the famine of 1897-98, and in the South eastern districts of the Punjab where both the *khari*f and the *rabi* have suffered from want of rain and the area protected by irrigation is small, the prospects of the coming year are excellent, and it has not been found necessary to make any substantial provision for the relief of scarcity. Out of Rx. 85,000 provided last year to meet the probable wants of certain districts in Madras where the cold weather rains had partially failed, only Rx. 1,700 was spent and the small sum of Rx. 5,700 now entered is almost entirely intended to meet the possible requirements of Hissar and the neighbouring districts of the Punjab. 1899-1900.  
Famine Relief.

141. The Budget Estimate of 1898-99 provided Rx. 668,300 for outlay on the construction of Protective Railways, and this was raised during the year to Rx. 695,400 distributed as follows:— 1899-1900.  
Construction of  
Protective  
Railways.

	Rx.
East Coast Railway . . . . .	60,000
Bezwada-Madras . . . . .	669,400
Godavari Bridge . . . . .	166,400
Guntakul-Mysore . . . . .	— 400
South Indian . . . . .	— 200,000
	<hr/>
	695,400

For the coming year the Expenditure has been placed at Rx. 490,000 allotted to—

	Rx.
East Coast Railway . . . . .	40,000
Bezwada-Madras . . . . .	30,000
Godavari Bridge . . . . .	200,000
South Indian . . . . .	50,000
Madura Paumben . . . . .	100,000
Tinnevelly-Quilon . . . . .	70,000
	<hr/>
	490,000

If to this latter sum be added Rx. 370,400, being the net charge for the Indian Midland and Bengal-Nagpur, two Protective Railways constructed by Companies; Rx. 603,900 set apart for Reduction of Debt; Rx. 30,000 allotted for Protective Irrigation Works; and Rx. 5,700 for the relief of distress, the resulting total makes up the sum of Rx. 1,500,000 set apart for expenditure on Famine Insurance.

142. The rate of exchange assumed in the Budget Estimates for 1899-1900 for the purpose of calculating Exchange Compensation Allowances is 15½d. the rupee, and the total saving under the various heads of Expenditure affected by this item of charge, amounts to Rx. 56,400. 1899-1900.  
Exchange  
Compensation  
Allowances.

1899-1900.  
Increases of  
Expenditure in  
India.

143. The chief increases of Expenditure in India anticipated in the Budget occur under the following heads :—

	Rx.
3.—Land Revenue . . . . .	65,600
Police . . . . .	102,600
Medical . . . . .	463,000
Reduction of Debt . . . . .	278,100
State Railways :	
Working Expenses . . . . .	276,500
Interest on Debt . . . . .	98,900
Guaranteed Companies :	
Surplus Profits, Land, and Supervision . . . . .	250,700
Irrigation, Minor Works and Navigation . . . . .	51,500
Military Works . . . . .	163,800
Civil Buildings and Roads . . . . .	648,700

1899-1900.  
Land Revenue  
Charges.

144. The Madras Estimate under 3.—Land Revenue includes an increase of Rx. 38,700 mainly intended to provide for a long standing scheme for the improvement of the position of Taluk Gomastahs, for the revision of Village Establishments, and the extension of Survey and Settlement. In Burma the charges of District Administration are being raised by Rx. 27,800 to meet the increased demands of a young Province with a growing Revenue.

1899-1900.  
Police Charges.

145. In Bengal an addition of Rx. 30,200 has been allotted under Police charges for improving the investigating staff of the District Police, and for strengthening the force in Calcutta. A provision of Rx. 27,200 has been made in the North-Western Provinces for adding to the number of Assistant District Superintendents and introducing reforms in the Rural Police System of Oudh. There are also smaller increases in the Punjab, Madras, Bombay, and Assam due partly to plague charges and partly to the reorganisation of the force and the cost of supplying improved arms and accoutrements.

1899-1900.  
Medical Charges.

146. Every Province, except the Punjab, anticipates a rise in Medical Expenditure, the largest increases being Rx. 131,500 in Madras and Rx. 79,200 in Bombay, both mainly on account of the plague expenditure shown in detail in paragraph 103 above. As the general resources of both these Governments have been seriously reduced by famine and plague, the Government of India have as is explained above, come to their aid with contributions from Imperial Revenues. The specific contributions thus passed in the Estimates through the Land Revenue head are Rx. 64,100 in Madras, and Rx. 126,400 in Bombay. In addition to the increases shown under Provincial expenditure on plague a reserve of Rx. 209,500 has been provided under India General in order to meet any unforeseen necessities which may arise during the year.

1899-1900.  
Reduction of Debt.

147. As no necessity for the relief of Famine is anticipated and the expenditure on Protective Railways and Irrigation Works has been reduced, an additional sum of Rx. 278,100 required to make up the Famine Insurance grant to the full amount of Rx. 1,500,000 will be charged under Reduction of Debt.

1899-1900.  
State Railways.

148. The increase of Rx. 276,500 under the Working Expenses of State Railways is due to provision being made for heavier traffic, a greater length of open line, and extensive renewals of permanent-way and other works which have been left unfinished during the current year.

1899-1900.  
Railway  
Interest.

149. The increase in the Railway Interest represents the interest payable on the new capital outlay to be undertaken on Railways.

1899-1900.  
Guaranteed  
Companies.

150. The increase of Rx. 250,700 under Guaranteed Companies is accounted for by the fact that the moiety of surplus profits payable to the Bombay, Baroda and Central India Railway is estimated at Rx. 187,000 against Rx. 117,000 in



1898-99, while the amount due to the Great Indian Peninsula is expected to rise from Rx. 60,000 to Rx. 270,000. It is improbable that the Madras Railway will earn surplus profits during the coming year, but a small provision of Rx. 10,000 has been made to cover the contribution to the Provident Fund and any small amount of surplus profits that may be declared.

*Surplus Profits,  
Land, and  
Supervision.*

151. The greater portion of the increase under Minor Works and Navigation occurs in Burma and Bombay, and is due to the gradual extension of the works classified under this head.

*1899-1900.  
Minor Works and  
Navigation.*

152. The increase of Rx. 163,800 on account of Military Works includes a sum of Rx. 150,000 which has been added to the ordinary grant for Military Works in order to provide for defensive works beyond the administrative frontier of India.

*1899-1900.  
Military Works.*

153. The increase under Civil Buildings and Roads is occasioned by the fact that the greater part of the free grants made to Provincial Governments in aid of their general resources have been entered under this head with the object of rendering them available for immediate expenditure if the financial position of the Governments concerned admits of it.

*1899-1900.  
Civil Buildings  
and Roads.*

154. The increase of £18,800 in Sterling receipts in England occurs almost entirely under Army Receipts, and is due to larger receipts under the head of Indian Troop Service and larger recoveries on account of the value of clothing, accoutrements, etc., in the possession of Regiments on their transfer from the Indian to the British establishment.

*1899-1900.  
Revenue in  
England.*

155. The Sterling expenditure in England is estimated at £16,531,600 as compared with £16,474,800, the forecast for the current year.

*1899-1900.  
Expenditure in  
England.*

Of the variations which bring out this result, reduced interest payments account for £45,100. The charges on account of the Post Office are less by £17,400 owing to a more favourable adjustment of the cost of the Eastern Mail Service as between the English and Indian Post Offices.

The payments of interest on capital deposited by Railway Companies show an increase of £42,600 due to further deposits of capital made by the East Indian Railway, the Bengal-Nagpur Railway, and the Indian Midland Railway. A decline in the charges on account of the Assam-Bengal Railway is owing to the rate of interest guaranteed on the Company's share capital having been reduced from  $3\frac{1}{2}$  to 3 per cent.

The Civil Superannuation and Pension Charges show an increase of £43,300, owing to a gradual increase in the claims to pension.

Under Effective Army charges the total in 1899-1900 is about the same as in the Budget Estimate of 1898-99, but the cost of the Indian Troop Service and the Miscellaneous charges will be less by £8,000, while, on the other hand, the estimate of the payments to the War Office in respect of British Forces serving in India is higher by £9,000.

Under Non-Effective Army Charges there will be a total increase of £21,000 made up of an increase in the payments to the War Office of £37,000, of small increases under Miscellaneous Pensions and other charges aggregating £4,000, and a reduction of £20,000 in the charges for pay and pensions of non-effective and retired officers of the Indian Service.

156. The charge for Exchange on the net Sterling expenditure during the coming year is less by Rx. 569,600 than in the Budget Estimate of 1898-99. The net Sterling expenditure is more than in the Estimate of 1898-99 by £38,000, and the exchange on this difference at the rate of £1=R15'6, being the rate assumed in the Budget Estimate for 1898-99, is Rx. 21,300. The direct saving from the rise in the rate of exchange from £1=R15'6 to 15'75d. the rupee, the rate taken for the coming year, amounts, therefore, to Rx. 590,900.

*1899-1900.  
Exchange.*

Section IV.—Statements comparing the figures of the Estimates under the more important heads of Revenue and Expenditure with those of past years.

LAND REVENUE.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
REVENUE—	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Including that due to Irrigation—						
India General . . . .	145,711	147,471	148,654	150,500	139,600	143,500
Central Provinces . . . .	767,332	660,493	667,754	920,000	885,000	954,300
Burma . . . . .	2,485,004	2,396,961	2,646,270	2,657,000	2,757,800	2,764,900
Assam . . . . .	597,671	606,231	596,123	626,000	620,000	620,000
Bengal . . . . .	3,905,221	3,876,838	3,978,219	4,087,300	4,080,400	4,078,500
North-Western Provinces and Oulh . . . . .	6,134,442	5,104,374	5,719,678	6,667,900	6,719,900	6,778,200
Punjab . . . . .	2,440,115	2,329,755	2,510,892	2,614,100	2,626,300	2,617,500
Madras . . . . .	5,592,141	5,250,372	5,612,878	5,856,100	5,839,400	5,784,700
Bombay . . . . .	4,954,982	4,473,802	4,767,912	4,961,300	5,000,700	4,943,400
TOTAL	27,022,619	24,846,297	26,648,380	28,540,200	28,669,100	28,685,000
Shown under XXIX.—Irrigation	821,664	871,808	964,738	972,000	989,700	1,043,100
Shown under I.—Land Revenue	26,200,955	23,974,489	25,683,642	27,568,200	27,679,400	27,641,900
EXPENDITURE—						
District Administration . . . .	1,875,769	1,893,376	1,944,042	1,884,000	1,868,500	1,917,800
Other Charges . . . . .	2,221,348	2,216,227	2,243,559	2,259,900	2,216,500	2,291,600
TOTAL	4,097,117	4,109,603	4,187,601	4,143,900	4,085,000	4,209,400

157. Throughout the period covered by the statement the Land Revenue of the area included under India General, has been below the standard of Rx. 175,000 attained in 1893-94. It escaped the influence of the famine of 1896-97, but during the present year there has been a marked drop in the revenue owing to a failure of the rains and general scarcity in Ajmir. An improvement is looked for in the coming year.

158. In the Central Provinces the whole area was affected by famine which began earlier and lasted longer than anywhere else in India. The effect on the Land Revenue was marked and extended over 1896-97 and 1897-98. Since then there has been a return of prosperity and the Revised Estimate includes Rx. 56,000 and the Budget Rx. 36,000 on account of famine arrears. Recent information shows that there has been some failure of crops in the wheat-growing areas of Saugor and Damoh, and the Budget has been framed on more cautious lines than was proposed by the local officers.

159. The Land Revenue in Burma received only a slight check in 1896-97 and then resumed its normal course of steady progress due to extension of cultivation, revision of low assessments based on provisional data, and the enhanced yield of the capitation tax which follows the growth of population in a new Province with large areas of fresh land.



160. Assam was untouched by the famine, and the figures of 1895-97 show an increase in the Land Revenue. In the following year the revenue was affected by the earthquake which reduced for the time being the tax-paying capacity of the people, while in Kamrup and Nowgong large tracts of land have been rendered uncultivable by the sand that has been thrown up. The reduction of revenue from this cause is estimated by the Chief Commissioner at not less than a lakh of rupees. Allowance has been made for this in framing the Budget of 1899-1900.

161. In Bengal the Land Revenue being permanently settled at very low rates is to a great extent beyond the reach of famine, but the calamity of 1896-97, which extended to the whole of North Behar, to a large part of Chota Nagpur and Western Bengal and to isolated tracts in Central Bengal, directly affected the rental of Government Estates where the State is itself the landlord, and reduced the recoveries of survey charges in Behar.

162. Distress in the North-Western Provinces began early and was widely diffused but the recovery of the country has been rapid. The Revised Estimate includes Rx. 440,000 on account of suspensions of revenue, and the Budget anticipates recoveries of Rx. 417,300 on this account besides Rx. 77,800 due to revision of settlements.

163. In the Punjab the revenue rose directly the famine was over, and although during the current year the estimate has not been worked up to and suspensions of revenue have been necessary in Hissar and the neighbouring districts, it is hoped that this will be counteracted by extension of cultivation along the Chenab Canal and in the Montgomery district.

164. The Revenue in Madras is improving in the manner characteristic of the Province. The balance in arrear at the close of 1896-97 has been steadily reduced and the Budget anticipates an increase of Rx. 70,900 from the resettlement of the Kistna and Godavari districts and from extension of cultivation.

165. In spite of famine and plague in Bombay arrears of revenue amounting to Rx. 250,500 have been recovered in the current year and a favourable inundation in Sindh has swelled the revenue by expanding the cultivated area. In the coming year there will be smaller arrears to collect, and the conditions in Sindh are expected to be less favourable, but Rx. 51,000 will be added to the demand by revision of settlements.

#### OPIUM.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
<b>Revenue—</b>						
Bengal—Sale of Opium . . .	5,240,349	4,850,352	3,991,048	3,900,000	4,164,000	4,488,000
Bombay—Pass Fees . . .	1,655,907	1,334,847	966,985	1,200,000	1,284,000	1,281,000
Excise Opium and other Revenue .	227,666	224,039	221,739	229,800	231,400	231,700
<b>TOTAL . Rx.</b>	<b>7,123,922</b>	<b>6,409,238</b>	<b>5,179,772</b>	<b>5,329,800</b>	<b>5,679,400</b>	<b>6,003,700</b>
<b>Expenditure—</b>						
Payments to Cultivators, including purchase of Opium . . . Rx.	1,867,400	2,264,886	2,157,247	2,400,000	2,135,800	2,400,000
Other Charges . . . Rx.	200,573	220,341	228,974	254,000	213,000	253,900
England . . . £	550	882	1,853	1,400	1,600	2,200
Exchange . . . Rx.	418	583	1,043	800	800	1,100
<b>TOTAL . Rx.</b>	<b>2,068,941</b>	<b>2,486,692</b>	<b>2,389,117</b>	<b>2,656,200</b>	<b>2,351,200</b>	<b>2,657,200</b>
<b>Statistics—</b>						
<b>Bengal—</b>						
Chests sold . . .	37,695	39,000	39,000	39,000	39,450	40,800
Average price . . . R	1,390	1,244	1,023	1,000	1,055	1,100
Chests produced . . .	35,953	45,041	45,500	...	44,975	...
Chests in Balance, March 31st . . .	23,551	29,587	36,080	...	40,705	...
Reserve, December 31st .	—2,652	—5,699	330	6,830	6,830	10,105
<b>Bombay—</b>						
Chests passed for export .	25,475½	21,751½	17,432½	24,000	25,630	25,680
Rate of Duty . . . R	650	650 & 600	600 & 500	500	500	500

166. Throughout the period comprised in the table the revenue derived from the sale of Bengal Opium follows the average price per chest offered at the Calcutta sales, which in its turn is determined mainly by the dollar and tael prices obtained in China. The growing competition of the Chinese drug has prevented the prices in China from rising in proportion to the increased value of the rupee due to the Currency legislation of 1893. The trade has also been handicapped by the uncertainties of exchange and the stringency of the Indian money market. These latter conditions have now improved and somewhat larger stocks are available for the China market. It is therefore hoped that the rise of Opium revenue in the current year, which was due largely to a scanty crop in China, may continue.

The decline in the exports of Malwa Opium which the table brings out, and its recent revival, are due to the same causes as those which affected Bengal Opium. The revival has been helped by the reduction of the pass-duty, which was found to be more than a declining trade could bear, to Rs 500 per chest.

The receipts from Excise Opium are governed by the same causes as Excise Revenue generally, but as the consumers of opium are a comparatively well-to-do class, the returns are perhaps somewhat less sensitive to the influence of famine.

167. The main items of expenditure are payments to cultivators, the amount of which varies directly with the number of chests of Bengal Opium produced, and the quantity of Malwa Opium purchased for excise purposes which depends on the anticipated demand. The increase in charges is also due to the fact that the position of the officers of the Opium Department, which had long been admitted to be unsatisfactory, has of late years been bettered.

#### SALT.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Northern India (a) . . . .	1,905,325	1,848,755	1,947,810	1,975,000	2,027,200	2,002,600
Burma (b) . . . . .	156,032	140,928	156,744	160,000	161,000	160,000
Bengal (b) . . . . .	2,488,620	2,500,119	2,403,315	2,500,000	2,524,000	2,500,000
Madras (a) . . . . .	1,997,489	1,694,164	1,726,901	1,770,000	1,935,000	1,793,100
Bombay (a) . . . . .	2,314,379	2,237,739	2,299,395	2,323,000	2,350,000	2,301,500
<b>TOTAL</b> . . . . .	<b>8,861,845</b>	<b>8,421,705</b>	<b>8,594,225</b>	<b>8,728,000</b>	<b>9,047,200</b>	<b>8,757,200</b>
<b>Charges</b> . . . . .	<b>521,044</b>	<b>523,352</b>	<b>473,747</b>	<b>519,600</b>	<b>466,100</b>	<b>537,300</b>

(a) Chiefly excise on local manufacture.

(b) Chiefly duty on imported salt.

168. The fluctuations of the aggregate Salt Revenue correspond closely to the material condition of the mass of the people who consume salt. A sharp decline in the famine year 1896-97 has been followed by a gradual rise which in the Revised Estimate for the current year exceeded the standard of the revenue of 1895-96. The Bengal statistics, however, follow a somewhat different course. There the receipts rose in 1896-97 and fell in 1897-98 when the revenue of every other Province shows a rise. In explanation of this it may be observed, first, that large portions of the area supplied from Bengal escaped famine altogether, while the cultivating classes found their purchasing power greatly augmented by high prices; secondly, that the demand of 1897-98 was affected by the earthquake and cyclone of 1897; and thirdly, that imported salt is less sensitive to local influences than salt produced in the country.

The increase in the revenue in Northern India during the current year is mainly due to the revival of traffic in Kohat Salt since the cessation of the frontier disturbances. It is doubtful, however, whether the demand will continue on the same scale during the coming year; and reduced receipts are also expected from the salt produced at Sambhar, Didwana and Pachbudra. For Burma and



Bengal the estimate is normal; in Madras it assumes a consumption of about 70 lakhs of maunds. The Bombay estimate has been taken at a moderate figure in view of the uncertainty arising from the prevalence of plague.

## STAMPS.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
REVENUE.						
Court Fees and Plain Paper . . .	3,224,216	3,216,005	3,305,376	3,301,100	3,411,000	3,442,800
Commercial and other Stamps . . .	1,418,875	1,476,870	1,456,034	1,478,900	1,396,300	1,425,800
Other Revenue . . . . .	83,964	84,867	75,633	75,900	32,600	28,500
TOTAL . Rx.	4,727,055	4,777,742	4,837,043	4,855,900	4,839,900	4,897,100
Charges—						
India . . . . . Rx.	95,158	97,006	97,908	99,700	97,100	100,400
England (Stores) . . . . . £	43,492	40,808	35,844	37,800	36,500	39,300
Exchange . . . . . Rx.	33,044	26,967	20,185	21,100	18,200	20,600
TOTAL . Rx.	171,694	164,781	154,027	158,600	151,800	160,300

169. The Stamp Revenue depends on such a wide variety of transactions that fluctuations in its aggregate yield can hardly be ascribed to any single cause. Scarcity, for example, exercises a converse effect on the demand for the two main classes of Stamps. On the one hand it compels self-denial in the pursuit of litigation, on the other it promotes the execution of documents for the purpose of raising money. Both these tendencies are reflected in the revenue returns. The receipts from Court-fees drop sharply in the famine year, but they recover at once, and their progress is so rapid that its effect was greatly under-estimated in framing the Budget of the current year. In the case of Commercial Stamps the course of development is reversed. The revenue rises in the famine year and falls continuously from that time to a level below that of 1895-96. It was over-estimated in the Budget of the current year, and the figure taken for 1899-1900 represents only a moderate advance on the standard of 1895-96.

## EXCISE.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
				REVENUE.	Rx.	
Bengal . . . . .	1,337,850	1,339,931	1,274,775	1,325,000	1,335,000	1,350,000
North-Western Provinces . . . . .	549,459	446,444	451,496	490,000	557,500	557,500
Madras . . . . .	1,438,405	1,489,657	1,461,945	1,530,000	1,390,000	1,420,000
Bombay . . . . .	1,164,147	1,099,650	1,094,996	1,120,000	1,146,000	1,146,000
Other Provinces . . . . .	1,232,556	1,238,518	1,206,242	1,252,300	1,302,500	1,304,700
TOTAL . . . . .	5,722,417	5,614,200	5,489,454	5,717,300	5,731,000	5,778,200
Charges . . . . .	207,957	212,855	240,463	250,200	243,000	261,800

170. The progress of Excise Revenue, like the growth of the receipts from Court-fees, is a fair test of the ability of the people to spend money on luxuries. The years of scarcity show accordingly a marked decline, and in Bombay, owing probably to plague and the apprehension to which it gives rise, the

standard of 1895-96 has not yet been regained. In Madras, on the other hand, the effect of the famine and apprehended plague in reducing revenue was for a time neutralised by the extension of the tree-tax system of raising revenue from toddy. This system attained its present maximum application in 1897-98. The increase of charges is due to the adoption of more efficient methods of administration and prevention.

## PROVINCIAL RATES.

REVENUE.	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
	Rx.	Rx.	Rx.	Budget.	Revised.	Rx.
District Local Funds . . . . .	2,184,443	2,086,080	2,269,731	2,326,600	2,402,300	2,374,400
Provincial Cesses, including Famine Insurance . . . . .	664,081	657,260	641,731	671,600	670,000	675,600
Village Service and Patwaris . . . . .	734,443	667,487	678,399	726,400	737,100	748,600
Other Cesses . . . . .	124,038	126,028	133,429	135,400	142,700	152,900
<b>TOTAL</b> . . . . .	<b>3,707,005</b>	<b>3,536,855</b>	<b>3,723,290</b>	<b>3,860,000</b>	<b>3,952,100</b>	<b>3,951,500</b>
<b>Charges</b> . . . . .	<b>52,675</b>	<b>54,301</b>	<b>52,530</b>	<b>52,400</b>	<b>55,700</b>	<b>60,600</b>

171. As was pointed out last year, the revenue from Provincial Rates is determined by the causes affecting Land Revenue, to which in most Provinces the rates bear a definite relation. The rise of revenue in the last three years corresponds therefore to the recovery of Land Revenue from famine influences. It should be added, however, that in tracts where the Land Revenue is permanently settled the revenue from Provincial Rates is increased independently of the Land Revenue by the periodical revaluation of the aggregate rental of a district for the purpose of levying these cesses.

## CUSTOMS.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
	Rx.	Rx.	Rx.	Budget.	Revised.	Rx.
<b>IMPORT DUTIES—</b>						
Arms, Ammunition, and Military Stores . . . . .	33,867	37,215	35,728	36,200	33,700	34,200
Liquors—Spirits . . . . .	591,003	599,045	606,088	583,200	627,000	598,300
Other sorts . . . . .	71,583	60,120	55,224	65,800	66,000	65,200
Articles of Food and Drink . . . . .	311,108	305,953	387,063	319,500	380,900	357,400
Chemicals, Drugs, Medicines, etc. . . . .	102,307	92,108	106,933	96,700	104,500	103,400
Silver Bullion and Coin . . . . .	355,869	326,481	433,899	253,300	328,500	237,000
Other Metals and Manufactures of Metals . . . . .	257,871	202,480	222,424	223,100	204,800	218,700
Oils . . . . .	408,690	429,067	556,015	411,600	510,300	449,400
Manufactured Articles . . . . .	541,946	508,799	436,591	518,300	492,500	484,800
Raw Materials and Unmanufactured Articles . . . . .	113,027	88,081	99,480	103,900	80,600	94,100
Cotton Goods . . . . .	1,183,443	917,816	795,720	938,300	871,700	902,100
<b>TOTAL IMPORT DUTIES</b> . . . . .	<b>3,970,804</b>	<b>3,567,165</b>	<b>3,735,165</b>	<b>3,549,900</b>	<b>3,700,500</b>	<b>3,544,600</b>
Excise Duty on Cotton Goods . . . . .	63,915	112,344	116,188	115,700	134,400	132,900
<b>EXPORT DUTIES—</b>						
Rice . . . . .	930,616	755,167	724,819	862,400	1,002,200	900,000
<b>LAND CUSTOMS AND MISCELLANEOUS</b> . . . . .	<b>51,943</b>	<b>56,801</b>	<b>65,123</b>	<b>62,500</b>	<b>61,300</b>	<b>71,200</b>
<b>GRAND TOTAL</b> . . . . .	<b>5,017,278</b>	<b>4,491,477</b>	<b>4,641,295</b>	<b>4,590,500</b>	<b>4,898,400</b>	<b>4,648,700</b>
<b>Charges</b> . . . . .	<b>202,948</b>	<b>203,386</b>	<b>211,379</b>	<b>215,400</b>	<b>215,300</b>	<b>232,300</b>



172. The decline in the revenue from import duties in 1896-97 was due not merely to the effect of the famine in reducing the demand for manufactured articles and metals but also to the exemption of cotton yarns from duty and the reduction of the duty on cotton manufactures from 5 to  $3\frac{1}{2}$  per cent. The volume of the trade in cotton goods was not affected until the following year when the imports declined greatly. Since then business has revived, but it is still suffering from the effects of the plague in Bombay, a great producing and distributing centre, and from the overstocking of markets in China and Japan. The revenue from oils is derived chiefly from kerosene. The trade in this article fluctuates greatly and the cheaper oils from Russia and Sumatra are now beginning to compete successfully with the finer American oil. The increase under articles of food and drink is due to the imports of beet-sugar, principally from Germany and Austria, which has been poured into India in considerable quantities. The extraordinary rise in the imports of silver, especially in a year when the effects of the famine were still severely felt, is a phenomenon of which no satisfactory explanation has been found, but the trade is now diminishing and with a large demand springing up for gold, the decrease next year is expected to be considerable. The export duty shows a great contraction in 1896-97 and 1897-98 owing to great quantities of Burma rice, which would otherwise have been exported to foreign countries and have paid duty accordingly, being diverted to India to meet the famine demand. The large exports of 1898-99 followed on a bumper crop in Burma, the chief exporting province, but such a harvest is not expected to recur and the surplus available for export to foreign countries during 1899-1900 is likely to be considerably less than in the previous year.

#### ASSESSED TAXES.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Deduction by Government from Salaries, Pensions, and Interest payments . . . . .	447,688	439,259	444,494	479,800	447,400	449,700
Other Collections . . . . .	1,387,501	1,433,550	1,450,971	1,413,100	1,482,700	1,499,100
<b>TOTAL</b> . . . . .	<b>1,835,189</b>	<b>1,872,809</b>	<b>1,895,465</b>	<b>1,892,900</b>	<b>1,930,100</b>	<b>1,948,800</b>
<b>Charges</b> . . . . .	<b>29,868</b>	<b>30,323</b>	<b>32,278</b>	<b>32,700</b>	<b>33,100</b>	<b>33,500</b>

173. The progress of this branch of revenue depends upon the general prosperity of the classes from which it is collected and upon the improvements constantly being introduced in the methods of assessing and levying the tax. The people by whom it is paid are to a great extent either independent of adverse seasonal influences, or derive a profit from their direct or indirect results, and the revenue accordingly does not show any distinct variation in relation to scarcity.

#### FOREST.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Revenue . . . . .	1,660,504	1,733,869	1,739,514	1,735,600	1,838,000	1,790,700
Expenditure . . . . .	911,161	993,955	1,001,689	1,050,500	1,010,200	1,067,700
<b>NET</b> . . . . .	<b>749,343</b>	<b>739,914</b>	<b>737,825</b>	<b>685,100</b>	<b>827,800</b>	<b>723,000</b>

174. The revenue under Forest has recovered from the effects of the famine and has resumed its normal rate of progress. The great increase shown in the Revised Estimate of the current year is due to the exceptional demand for teak timber which is not expected to be maintained during 1899-1900.

#### INTEREST RECEIPTS.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
India . . Rx.	801,267	912,766	840,681	914,200	928,100	913,600
England . . £	13,516	102,231	20,190	10,000	28,000	10,000
Exchange . Rx.	10,269	67,558	11,370	5,600	14,000	5,300
<b>TOTAL . Rx.</b>	<b>825,052</b>	<b>1,082,555</b>	<b>872,241</b>	<b>929,800</b>	<b>970,100</b>	<b>928,900</b>

175. On the subject of interest receipts there is nothing to be added to the explanations already given in paragraph 120 above.

#### INTEREST EXPENDITURE.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
Interest on Debt—						
India . . .	3,731,433	3,753,460	3,819,724	3,985,000	3,930,000	3,949,500
Deduct charged to—						
Irrigation .	1,222,400	1,253,479	1,284,249	1,314,500	1,313,500	1,345,000
Railways .	3,686,287	3,873,401	4,079,009	4,319,400	4,267,500	4,454,500
Balance charged to Interest Rx.	—1,177,263	—1,373,420	—1,543,534	—1,648,900	—1,651,100	—1,850,000
England . . £	2,622,695	2,630,704	2,879,215	2,889,200	2,805,000	2,844,100
Exchange . Rx.	1,992,644	1,738,458	1,621,343	1,618,000	1,402,900	1,489,700
Interest on other Obligations—						
On Savings Bank Balances . Rx.	338,497	346,555	327,043	327,500	325,700	336,600
Other items— including Exchange . .	268,226	111,656	188,153	192,800	193,400	194,700
<b>TOTAL . Rx.</b>	<b>4,044,799</b>	<b>3,453,953</b>	<b>3,472,260</b>	<b>3,378,600</b>	<b>3,076,800</b>	<b>3,014,200</b>
Debt outstanding, March 31st—						
Sterling . . £	115,903,732	114,883,233	123,274,680	125,995,833	124,389,780	124,359,780
Rupee Debt—						
4 per cent . Rx.	5,436,298	5,316,380	5,196,204	5,316,380	5,076,204	4,956,204
3½ per cent .	90,462,450	90,918,610	93,937,030	107,873,430	95,137,030	95,137,030
3 per cent .	...	10,954,820	10,972,350		10,972,350	10,972,350
Other Debt .	1,850,180	1,925,243	1,590,050	1,170,743	1,464,850	1,394,850
Savings Bank Balances . .	11,121,252	10,886,792	10,556,734	10,970,492	10,792,134	11,255,234



176. The reduction in the Interest expenditure which has taken place during the period is due on the one hand to an increase in the amount of interest charged against Railways and Irrigation, and on the other to the reduction in the rate of exchange.

## POST OFFICE, TELEGRAPH, AND MINT.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
<b>POST OFFICE—</b>	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Revenue . . . . .	1,713,495	1,783,474	1,879,163	1,893,200	1,896,200	1,903,300
Expenditure . . . . .	1,643,798	1,703,111	1,729,474	1,776,300	1,731,100	1,791,200
NET . . . . .	+69,697	+80,363	+149,689	+116,900	+165,100	+112,100
<b>TELEGRAPH—</b>						
Revenue Accounts—						
Revenue . . . . .	1,085,940	1,071,524	1,309,330	1,231,900	1,081,700	1,101,400
Expenditure . . . . .	737,907	770,977	819,580	827,800	808,700	830,200
NET . . . . .	+348,033	+300,547	+489,750	+404,100	+273,000	+271,200
Capital Expenditure . . . . .	159,946	175,782	231,914	261,800	236,100	297,300
<b>MINT—</b>						
Revenue . . . . .	40,918	156,635	182,055	78,800	76,500	60,500
Expenditure . . . . .	53,229	61,823	88,557	66,100	115,000	65,700
NET . . . . .	-12,311	+94,812	+93,498	+12,700	-38,500	-5,200

177. The Postal revenue displays unbroken progress throughout the period, and its advance in the coming year would have been more marked but for the introduction of the one-anna rate of postage to the United Kingdom and British Possessions and the concurrent reduction in the Inland rates of letter postage. At the same time a substantial addition has been made to the expenditure in order to provide for administrative improvements which have been needed for a long time.

178. The Telegraph receipts of 1897-98 were abnormally high owing to the great use of the telegraph in connection with frontier wars, famine, and plague. The decline experienced in the current year and anticipated in the next year is due partly to the cessation of military operations and partly to the increased popularity of deferred telegrams.

179. The increase in the Mint expenditure in 1898-99 is explained in paragraph 109 above.

## CIVIL DEPARTMENTS.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
<b>General Administration</b> { India . . . . .	1,594,089	1,587,278	1,588,016	1,567,700	1,580,900	1,579,200
{ England . . . . .	243,955	260,322	257,745	255,300	253,300	253,300
{ Exchange . . . . .	185,350	172,030	145,141	143,000	126,700	132,700
<b>Law and Justice</b> . . . . . { Courts . . . . .	3,090,807	3,096,893	3,137,191	3,120,300	3,076,800	3,155,600
{ Jails . . . . .	956,762	1,087,246	1,118,703	1,075,000	1,028,800	1,083,900
<b>Police</b> . . . . .	4,040,817	4,156,560	4,233,923	4,201,600	4,175,200	4,303,900
<b>Marine</b> { Imperial (a) . . . . .	547,702	561,396	499,015	495,600	477,300	503,400
{ Provincial . . . . .	145,410	158,870	180,025	177,400	177,500	193,000
<b>Education</b> . . . . .	1,536,489	1,576,150	1,581,072	1,652,300	1,592,500	1,675,500
<b>Ecclesiastical</b> . . . . .	192,410	189,385	173,962	188,200	171,700	185,800
<b>Medical</b> . . . . .	1,030,915	1,076,696	1,355,417	1,225,600	1,558,900	1,693,800
<b>Political</b> . . . . .	1,062,183	1,003,401	933,820	1,014,400	932,200	1,016,400
<b>Scientific and Minor Departments</b> . . . . .	495,971	523,999	535,517	578,400	564,100	606,600
<b>TOTAL Rx.</b> . . . . .	15,172,860	15,445,196	15,739,547	15,694,800	15,715,900	16,383,100

(a) Includes Upper Burma charges up to 1896-97.

180. The progressive increase of total expenditure during the first three years of the period was partially arrested in 1898-99, but has been resumed in the Budget for the current year. This includes a large increase under Medical rendered necessary by the persistence of plague in Bombay and its spread to Madras, and likely to be further enhanced by the recent appearance of the disease in Calcutta. Provision has been made in Burma for the appointment of an additional Judicial Commissioner and for increasing the salaries of the Civil Administrative Staff, while in Bengal two Additional District and Sessions Judges and several temporary Subordinate Judges and Munsifs are to be appointed. The Police are to be strengthened in Bengal, the North-Western Provinces, Madras and Bombay.

#### MISCELLANEOUS CIVIL CHARGES.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
Territorial and Political Pensions . . . .	454,082	437,397	442,458	430,000	436,500	427,700
Civil Furlough and Absentee Allowances—						
India . . . .	793	746	763	700	1,700	700
England . . .	223,537	225,783	187,640	226,000	262,300	226,000
Exchange . . .	169,837	149,205	105,664	126,500	131,100	118,400
Superannuation Allowances and Pensions—						
India . . . .	969,146	1,065,961	1,048,595	1,072,300	1,068,200	1,093,200
England . . .	1,817,694	1,874,519	1,901,744	1,925,700	1,944,000	1,969,000
Exchange . . .	1,381,029	1,238,745	1,070,910	1,078,400	972,000	1,031,400
Stationery and Printing	685,187	679,523	724,093	689,000	708,300	721,800
Miscellaneous . . .	232,027	244,830	234,959	229,000	250,100	255,300
<b>TOTAL Rx. . . .</b>	<b>5,933,332</b>	<b>5,856,709</b>	<b>5,716,826</b>	<b>5,777,600</b>	<b>5,774,200</b>	<b>5,843,500</b>

181. The causes affecting this group of charges continue to operate on their usual scale and no special explanatory remarks are called for.

#### FAMINE RELIEF AND INSURANCE.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Famine Relief . . . .	18,301	2,079,525	5,325,608	85,100	44,600	5,700
Construction of Protective Railways.	529,867	...	...	668,300	695,400	490,000
Ditto ditto Irrigation Works . . . .	38,317	46,830	37,517	20,000	13,500	30,000
Reduction or avoidance of Debt . . . .	...	...	...	325,800	422,600	603,900
<b>TOTAL . . . .</b>	<b>586,485</b>	<b>2,126,355</b>	<b>5,363,125</b>	<b>1,099,200</b>	<b>1,176,100</b>	<b>1,129,600</b>
Net Charge on account of the Bengal-Nagpur and the Indian Midland Railways shewn in the Railway Revenue Account . . . .	413,515	438,857	352,948	400,800	323,900	370,400
<b>TOTAL EXPENDITURE CHARGEABLE TO THE FAMINE GRANT . . . .</b>	<b>1,000,000</b>	<b>2,565,212</b>	<b>5,716,073</b>	<b>1,500,000</b>	<b>1,500,000</b>	<b>1,500,000</b>



182. These charges have been fully explained in other parts of this statement.

## RAILWAY REVENUE ACCOUNT.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
<b>STATE RAILWAYS—</b>						
Gross Receipts . . . Rx.	18,558,699	17,639,604	19,044,525	19,382,900	19,696,100	20,237,400
Working Expenses . . . Rx.	9,040,836	8,819,553	9,201,202	9,770,500	9,876,600	10,047,000
Interest and other Charges—						
India . . . Rx.	3,700,813	3,888,549	4,095,593	4,336,500	4,283,600	4,471,800
England . . . £	3,586,219	3,629,600	3,687,127	3,714,700	3,711,700	3,751,200
Exchange . . . Rx.	2,724,699	2,398,561	2,076,294	2,080,300	1,855,900	1,964,600
Net Result . . . "	—493,868	—1,096,659	—15,691	—519,100	—31,700	+2,500
<b>GUARANTEED RAILWAYS—</b>						
Net Traffic Receipts . . . Rx.	3,275,238	2,634,164	2,201,392	2,424,000	2,995,000	3,192,500
Surplus Profits, Interest and other Charges—						
India . . . Rx.	533,137	483,610	135,112	321,600	429,800	571,700
England . . . £	2,161,563	2,160,967	2,154,784	2,171,500	2,162,500	2,185,300
Exchange . . . Rx.	1,642,290	1,428,040	1,213,401	1,216,000	1,081,200	1,144,700
Net Result . . . "	—1,061,752	—1,438,453	—1,301,905	—1,285,100	—678,500	—709,200
Other Receipts . . . "	25,252	24,052	14,969	16,700	45,300	31,000
Other Charges . . . "	89,900	148,921	129,989	310,300	213,200	204,900
<b>STATISTICS—</b>						
State Railways—						
Capital Expenditure to March 31—						
Expenditure by Government Rx.	122,701,781	126,978,761	130,614,851	136,512,261	134,196,651	138,155,251
Ditto by Companies £	25,721,568	27,538,341	29,684,713	31,850,541	31,569,513	33,415,713
Outlay on the East Indian Rail- way from debentures raised by the Company . Rx.	271,698	1,707,399	2,688,083	3,632,399	4,261,883	5,011,883
<b>TOTAL</b> .	148,695,047	156,224,501	162,987,647	171,995,201	170,028,047	176,582,847
Miles open on April 1 . .	14,146	14,721	15,378	15,671	15,583	16,696
Guaranteed Railways—						
Miles open on April 1 . .	2,587	2,587	2,588	2,588	2,588	2,592

183. The Revised Estimate of net receipts on State Railways is better than the Budget Estimate for 1898-99 by Rx. 207,100. The improvement is chiefly on the North-Western and Rajputana-Malwa Railways, due to a large traffic in grain, seeds and cotton.

184. The reduction in the Interest charges in India follows on the smaller outlay on Construction due to short shipments of stores from England. The rise in the rate of Exchange has caused a considerable saving on the Sterling charges, thus making the net result considerably better than in the original estimate.

185. The net receipts from State Railways in 1899-1900 are estimated at Rx. 370,900 higher than the Revised Estimate for 1898-99 in anticipation of a further improvement in traffic based on the excellent prospects of the spring crops and on the additional mileage which it is expected will be opened during the year. The increase in the Estimate of Working Expenses amounts to Rx. 170,400 and is due to heavier traffic, increased open mileage, and provision

for heavy renewals of way and works unfinished in 1898-99. There is also an increase in Interest charges, chiefly in India, due to the progress of Capital Outlay.

186. The Revised Estimate of net receipts from Guaranteed Railways exceeds the original Estimate by Rx. 571,000. This result is due to a marked improvement in goods traffic on the Great Indian Peninsula and Bombay, Baroda and Central India Railways following on an amelioration of the unfavourable conditions which obtained during the last two years, as well as to a reduction in the outlay on renewals on the Bombay, Baroda and Central India Railway.

The increase in Surplus Profits and other charges in India is more than covered by the saving in Exchange on Sterling Interest, leaving the net result, Rx. 606,600, better than the original Estimate.

A further improvement in traffic is expected in 1899-1900, but owing to the increase in Surplus Profits, etc., payable in India, and to the lower rate of Exchange adopted, the net result falls short of the Revised Estimate by Rx. 30,700 only.

#### IRRIGATION.

IRRIGATION.		Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
					Budget.	Revised.	
		Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
<b>MAJOR WORKS.</b>							
Revenue	Direct Receipts	1,279,408	2,067,961	2,377,744	2,032,000	2,225,200	2,171,800
	Land Revenue	821,664	871,808	964,738	972,000	989,700	1,043,100
Expenditure	Working Expenses	787,301	871,180	892,119	918,600	931,000	958,100
	Interest	1,222,409	1,253,479	1,284,249	1,314,500	1,313,600	1,315,900
NET		+91,362	+815,110	+1,166,114	+770,900	+970,300	+910,900
<b>MINOR WORKS.</b>							
Receipts—Direct		198,881	210,870	227,382	224,100	246,800	236,200
Expenditure		966,601	1,126,350	967,717	980,000	977,500	1,030,800
<b>STATISTICS OF MAJOR WORKS.</b>							
Capital Outlay to March 31		31,101,556	31,897,139	32,639,803	33,418,839	33,362,403	34,259,003

187. The Revised Estimate of direct receipts from Major Works is better than the Budget Estimate for 1898-99 by Rx. 193,200. The increase occurs chiefly in the Punjab and the North-Western Provinces and Oudh, and is due to a larger area having been irrigated in the past *kharif* season than was anticipated. The small increase of Rx. 22,700 in the receipts from Minor Works is due partly to the same cause, and partly to the revenue in the Montgomery District which was hitherto shown as Indirect, having been treated as Direct receipts in accordance with the new Schedule of Water-rates. The Budget Estimate for 1899-1900 has been based on normal demands for water in the *kharif* season of 1899, and besides allowing for an increase of Rx. 30,800 in the revenue from the Chenab Canal due to development of irrigation, provides also for favourable *rabi* irrigation in the Punjab generally. The increase of irrigation in 1898-99 caused a small increase in Working Expenses. The increase of Rx. 27,100 in Working Expenses provided for in 1899-1900 is due to additional lengths of canals and distributaries being opened for irrigation.



188. The financial results obtained during 1896-97 and 1897-98 from Irrigation Works, for which Capital and Revenue Accounts are kept, are given below :—

				18,6-97.	1897-98.
MAJOR WORKS.				Rx.	Rx.
<i>Capital Outlay—</i>					
Direct and Indirect	.	{ During the year	.	831,509	775,125
		{ To end of year	.	33,352,211	34,127,336
<i>Revenue Account—</i>					
Gross Revenue	.	.	.	2,976,795	3,382,684
Maintenance and Working	.	.	.	964,522	993,250
Net Revenue				2,012,273	2,389,434
Interest	.	.	.	1,253,542	1,284,250
Net Profit				758,731	1,105,184
Percentage of net Revenue of the year on the Capital Outlay to end of the year				6.03	7.00
MINOR WORKS.					
<i>Capital Outlay—</i>					
Direct and Indirect	.	{ During the year	.	196,930	132,200
		{ To end of year	.	5,208,350	5,292,447
<i>Revenue Account—</i>					
Gross Revenue	.	.	.	585,180	588,693
Maintenance and Working	.	.	.	25,175	2,39,512
Net Revenue				326,005	349,181
Percentage of net Revenue of the year on the Capital Outlay to end of the year				6.14	6.60

The figures in this table are taken from the administrative accounts. In the case of Minor Works interest on the Capital Outlay is not charged, as the Capital Expenditure is incurred from Revenue.

### BUILDINGS AND ROADS.

				1898-99.		1899-1900.
				Budget.	Revised.	Budget.
				Rx.	Rx.	Rx.
<b>MILITARY WORKS—</b>						
Expenditure	.	.	.	1,185,100	1,197,600	1,322,300
Receipts	.	.	.	50,300	54,200	50,900
Net				1,134,800	1,143,400	1,271,400
<b>CIVIL WORKS—</b>						
<i>Imperial—</i>						
Expenditure	.	.	.	559,800	556,300	519,200
Receipts	.	.	.	54,700	55,600	55,600
<i>Provincial—</i>						
Expenditure	.	.	.	2,531,000	2,461,400	3,251,400
Receipts	.	.	.	280,300	291,900	289,500
<i>Local—</i>						
Expenditure	.	.	.	1,745,600	1,626,800	1,713,500
Receipts	.	.	.	293,400	294,700	292,900

189. The expenditure on Provincial and Local Civil Works during 1898-99 is expected to fall short of the Budget Estimate by Rx. 69,600 and Rx. 118,800. This is due partly to the expenditure having been over-estimated in some Provinces, and partly to the restriction of outlay in Bombay and Madras in order to provide funds for expenditure in connection with plague.

190. The estimated expenditure on Military Works in 1899-1900 is higher than the Budget Estimate of the previous year by Rx. 137,200. This is chiefly due to provision to the extent of Rx. 150,000 having been made for defensive works beyond the administrative frontier.

191. Under Imperial Civil Works the expenditure in 1899-1900 is less than the Budget Estimate of the previous year by Rx. 40,600, owing for the most part to the completion of the Bangalore Water-works.

In the Provincial and Local Section of the Estimates, the provision for expenditure depends chiefly on the state of the Provincial and Local balances, and in 1899-1900 considerable additions have been made in the Provincial Section in connection with the free grants to Local Governments of Rx. 700,000, as explained in paragraph 65; the total increase over this year in the Provincial Section is Rx. 790,000, and in the Local Section Rx. 86,700.

### ARMY SERVICES.

		Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
					Budget.	Revised.	
<b>EFFECTIVE SERVICES—</b>							
<i>Regimental Pay and Allowances—</i>							
India	Rx.	8,697,465	8,598,670	8,278,218	8,400,200	8,140,700	8,104,900
England	£	1,048,931	1,056,598	1,029,498	1,059,000	1,058,400	1,068,000
Exchange	Rx.	796,945	698,236	579,731	593,000	529,200	559,400
	<b>TOTAL</b>	<b>10,543,340</b>	<b>10,353,504</b>	<b>9,887,447</b>	<b>10,052,200</b>	<b>9,728,300</b>	<b>9,732,300</b>
Less—Receipts		7,095	7,405	6,148	7,400	6,700	6,800
	<b>Net</b>	<b>10,535,645</b>	<b>10,346,099</b>	<b>9,881,299</b>	<b>10,044,800</b>	<b>9,722,100</b>	<b>9,725,500</b>
<i>Commissariat—</i>							
India	Rx.	3,079,399	3,900,588	3,747,552	3,624,200	3,729,300	3,847,700
England	£	21,838	40,832	32,197	21,400	24,000	48,600
Exchange	Rx.	16,592	20,983	18,131	12,000	12,300	25,500
	<b>TOTAL</b>	<b>3,117,829</b>	<b>3,968,403</b>	<b>3,797,880</b>	<b>3,657,600</b>	<b>3,766,200</b>	<b>3,921,800</b>
Less—Receipts		437,000	452,322	389,493	458,200	424,100	465,300
	<b>Net</b>	<b>2,679,863</b>	<b>3,516,081</b>	<b>3,408,387</b>	<b>3,199,400</b>	<b>3,342,100</b>	<b>3,456,500</b>
<i>Ordnance—</i>							
India	Rx.	846,935	921,362	852,006	773,500	817,100	823,700
England	£	245,124	299,233	278,984	300,200	289,700	352,200
Exchange	Rx.	186,238	197,743	157,101	216,300	141,800	184,500
	<b>TOTAL</b>	<b>1,278,297</b>	<b>1,418,338</b>	<b>1,288,091</b>	<b>1,376,000</b>	<b>1,251,600</b>	<b>1,360,400</b>
Less—Receipts		185,502	143,277	132,403	117,100	125,500	114,300
	<b>Net</b>	<b>1,092,735</b>	<b>1,275,061</b>	<b>1,155,688</b>	<b>1,258,900</b>	<b>1,126,100</b>	<b>1,246,100</b>
<i>Other Heads—</i>							
Expenditure	Rx.	5,485,002	3,674,561	7,326,279	5,150,400	4,719,600	4,027,200
Receipts		235,933	235,375	242,742	220,300	255,870	220,100
	<b>Net</b>	<b>5,249,069</b>	<b>3,439,186</b>	<b>7,083,537</b>	<b>4,930,100</b>	<b>4,463,800</b>	<b>3,807,100</b>
<b>NON-EFFECTIVE SERVICES—</b>							
India	Rx.	897,135	906,263	922,385	957,500	945,600	912,600
England	£	2,310,527	2,368,852	2,414,845	2,475,800	2,426,700	2,496,800
Exchange	Rx.	1,760,027	1,565,417	1,359,847	1,380,400	1,213,300	1,307,800
	<b>TOTAL</b>	<b>4,973,689</b>	<b>4,840,532</b>	<b>4,697,077</b>	<b>4,819,700</b>	<b>4,585,600</b>	<b>4,717,200</b>
Less—Receipts		110,855	114,951	111,078	100,900	113,200	106,800
	<b>Net</b>	<b>4,862,834</b>	<b>4,725,581</b>	<b>4,585,999</b>	<b>4,712,800</b>	<b>4,472,400</b>	<b>4,610,400</b>
<b>GRAND TOTAL—</b>							
India	Rx.	18,120,112	17,261,343	20,362,539	18,083,800	17,565,200	16,912,300
England	£	4,135,794	4,211,135	4,444,227	4,409,300	4,324,100	4,493,100
Exchange	Rx.	3,142,251	2,782,800	2,390,008	2,502,800	2,162,000	2,353,500
	<b>TOTAL</b>	<b>25,398,157</b>	<b>24,255,338</b>	<b>26,996,774</b>	<b>25,055,900</b>	<b>24,051,300</b>	<b>23,758,900</b>
Less—Receipts		978,011	951,310	881,804	909,900	924,800	919,300
	<b>Net</b>	<b>24,420,146</b>	<b>23,302,008</b>	<b>26,114,910</b>	<b>24,146,000</b>	<b>23,126,500</b>	<b>22,839,600</b>

192. The variations in the above figures have been explained in paragraphs 118, 120, 121, 138, 154, and 155 above.



### Section V.—Capital Expenditure on Public Works not charged against Revenue.

193. In paragraph 177 of the Financial Statement for March 1898 the programme sanctioned by the Secretary of State for the construction of Railways in India during the three years 1896-97 and 1897-98 and 1898-99, which involved the expenditure of  $29\frac{2}{3}$  crores of rupees, was referred to and explained.

The year 1898-99 being the last of the three years to which the programme of  $29\frac{2}{3}$  crores applied, it was considered necessary to prepare a new programme of Railway Construction for the three years from 1899-1900 to 1901-2. The large Cash Balances in the Indian Treasuries, which justified the policy of extending Railway Construction which was adopted in 1895-96, have now been exhausted. The new estimate of expenditure has accordingly been framed at a moderate figure, and a programme for the next three years working up to Rx. 20,322,100 has been sanctioned by the Secretary of State. In consequence, however, of the heavy lapse on the grant for 1898-99, amounting to Rx. 2,401,400, much of which is due to short outlay in England consequent on the engineering strikes and the failure of contractors to complete orders placed with them for stores, it has been decided, with the concurrence of the Secretary of State, to add a sum of Rx. 1,060,000, representing a portion of this lapse, to the grant for 1899-1900. A further addition of Rx. 1,050,000 has since been provisionally sanctioned under certain conditions, subject to the Secretary of State's approval. This new programme includes all Railway Construction for which Government undertakes any responsibility or gives any guarantee, and includes therefore, in addition to the classes of outlay provided for in the earlier programme, (1) the Capital expenditure of the three old Guaranteed Companies, and (2) outlay on branch lines of Railway incurred by Private Companies on firm guarantee by Government. The details of the new programme may be compared as follows with the corresponding expenditure in the three years ending with 1898-99:—

	1896-97, Actuals	1897-98, Actuals.	1898-99, Revised.	Total.	1899-1900.	1900-1.	1901-2.	Total.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
I.—State Lines—								
(i) Managed by the State.	3,705,834	2,354,102	2,379,500	8,439,436	1,829,000	1,747,200	1,673,000	5,249,200
(ii) Managed by Companies.	1,973,841	2,258,587	2,771,900	7,004,328	2,876,000	2,552,000	2,755,500	7,183,500
II.—Lines of three old Guaranteed Companies.	285,348	427,819	851,600	1,574,767	1,107,800	550,000	471,400	2,129,200
III.—Lines of other Guaranteed or Assisted Companies.	2,979,194	3,526,515	2,937,300	9,443,009	2,841,900	1,820,000	1,921,100	6,583,000
IV.—Branch Lines on firm guarantee.	1,008	124,251	218,000	343,259	168,000	59,200	...	227,200
<b>TOTAL</b>	<b>8,945,225</b>	<b>8,701,274</b>	<b>9,158,300</b>	<b>26,804,799</b>	<b>8,822,700</b>	<b>6,728,400</b>	<b>6,821,000</b>	<b>21,372,100</b>

194. The Budget Estimate of 1898-99 provided for an expenditure of Rx. 13,051,300 on Railways, Irrigation Works, and Miscellaneous Public Improvements, including Rx. 1,129,900 on account of expenditure under the head of Open Line Capital by the three old Guaranteed Companies and Rx. 334,500

for Branch Lines with a firm guarantee. The total sum\* was distributed as follows:—

	Rx.
34.—Construction of Protective Railways . . . . .	668 300
48.—State Railways—Construction . . . . .	4,951,300
49.—Irrigation . . . . .	750,000
50.—Miscellaneous Public Improvements . . . . .	48,000
Capital of Indian Railway Companies . . . . .	3,475,000
Guaranteed Railways—Open Lines . . . . .	1,125,900
"    "    Extensions . . . . .	730,000
Branch Line Companies . . . . .	334 500
East Indian Railway Company's Debentures . . . . .	944,300
<b>TOTAL</b> . . . . .	<b>13,051,300</b>

195. During the course of the year it became apparent that, owing to the late arrival of English stores consequent on the engineering strikes in England and other causes, it would be impossible to work up to the amount of the Budget Estimate. It was also decided that expenditure on the jetties at Chittagong should not be treated as Miscellaneous Public Improvements not charged to Revenue, but should form a part of the expenditure under "48.—State Railways—Construction," the necessary adjustment in regard to previous expenditure being duly carried out. The Revised Estimates for Capital expenditure on Railways and Irrigation Works during 1898-99 have accordingly been prepared as under:—

	Rx.
34.—Construction of Protective Railways . . . . .	695,400
48.—State Railways—Construction . . . . .	2,882,200
49.—Irrigation . . . . .	692,200
Capital Account of Indian Railway Companies . . . . .	2,937,300
Guaranteed Railways—Open Lines . . . . .	552,800
"    "    Extensions . . . . .	298,800
Branch Line Companies . . . . .	218,000
East Indian Railway Company's Debentures . . . . .	1,573,800
<b>TOTAL</b> . . . . .	<b>9,850,500</b>

or for a sum less by Rx. 3,200,800 than the amount of the Budget Estimate.

In addition to the above sum, the Branch Line Companies not in receipt of a firm guarantee and the Companies whose accounts are outside the Government accounts are expected to spend during the year Rx. 1,470,100 as under:—

Branch Line Companies—

	Rx.
Ahmedabad-Parantij . . . . .	600
Mymensingh-Jamalpur . . . . .	70,000
South Behar . . . . .	204,000
Tapti Valley . . . . .	650,000
	<b>924,600</b>

Outside the Government Accounts—

Bengal and North-Western Railway Extensions . . . . .	445,000
Segowlie-Raksaul . . . . .	20,500
Nilgiri . . . . .	40,000
Bengal Dooars Extensions . . . . .	40,000
	<b>545,500</b>

Thus making a total of Rx. 11,320,600 for all Railways and Irrigation Works in India.



196. In Despatch No. 351 (Financial), dated 10th November 1898, from the Government of India, to the Secretary of State, it was proposed to incur expenditure to the extent of Rx. 20,322,100 on the construction of Railways during the three years 1899-1900 to 1901-2, distributed as under :—

	Rx.
1899-1900 . . . . .	6,772,700
1900-1 . . . . .	6,728,400
1901-2 . . . . .	6,821,000
<b>TOTAL</b> . . . . .	<b>20 322,100</b>

The Secretary of State's approval to this forecast was conveyed in his telegram dated 10th January 1899.

197. The programme of proposed expenditure during 1899-1900 provides for a sum of Rx. 6,772,700. The reasons for the heavy lapse on the grant for 1898-99, amounting to Rx. 2,401,400, have already been stated in paragraph 193 above, and it has been explained that a sum of Rx. 2,150,000 has been added to the grant for 1899-1900. With this addition the total amount available for expenditure on construction of Railways will stand at Rx. 8,922,700. From this figure, however, it will be necessary to deduct a sum of Rx. 100,000 on account of the Capital cost of the Umaria Colliery which will be transferred to the Rewa Durbar with effect from 1st April 1899. The net amount entered in the Estimates for construction of Railways therefore stands at Rx. 8,822,700.

This sum has been distributed for expenditure on Railways as under :—

	Rx.
34.—Construction of Protective Railways . . . . .	490,000
48.—State Railways—Construction . . . . .	3,465,000
Capital of Indian Railway Companies . . . . .	2,841,900
Branch Line Companies . . . . .	168,000
Guaranteed Railways and Extensions . . . . .	1,107,800
East Indian Railway Company's Debentures . . . . .	750,000
<b>Total amount available</b> . . . . .	<b>8,822,700</b>

In addition to the above, further Capital expenditure will also be incurred in 1899-1900 by Branch Line Companies not in receipt of a firm guarantee, and other Companies whose accounts are outside the Government accounts, to the extent of Rx. 950,300 as under :—

	Rx.
<b>Branch Line Companies—</b>	
Ahmedabad-Parantij . . . . .	2,100
Mymensingh-Jamalpur . . . . .	60,000
South Behar . . . . .	77,500
Tapti Valley . . . . .	230,000
<b>TOTAL</b> . . . . .	<b>369,600</b>
<b>Outside the Government Accounts—</b>	
Bengal and North-Western Railway Extensions . . . . .	365,000
Segowli-Raksaul . . . . .	10,700
Nilgiri . . . . .	5,000
Bengal Dooars Extensions . . . . .	200,000
<b>TOTAL</b> . . . . .	<b>580,700</b>

The provision for Irrigation Works amounts to Rx. 850,000.

The total Capital expenditure on Railways and Irrigation Works in 1899-1900 accordingly amounts to Rx. 10,623,000.

#### 48.—State Railways—Construction.

198. The Budget grant for 1897-98 amounted to Rx. 5,838,600 as under:—

	Rx.
Total provision in Forecast . . . . .	10,130,000
	Rx.
<i>Deduct</i> —Capital of Indian Railway Companies (Rx. 3,710,000 <i>less</i> Rx. 1,200,000 for East Indian Railway) . . . . .	2,510,000
Provision for Burma Railways . . . . .	1,000,000
Additional provision for expenditure in England on the Assam-Bengal Railway (Rx. 199,300—Rx. 80,000) . . . . .	119,300
	3,629,300
	6,500,700
<i>Deduct</i> —Amount provided for East Indian Railway from debentures raised by Company . . . . .	662,100
Grant available . . . . .	5,838,600

The whole amount was shown under the head 48.—State Railways—Construction.

The Revised Estimate provided for a total expenditure of Rx. 3,903,400 under the same head, against which the actual expenditure incurred amounted to Rx. 3,632,005, thus falling short of the Revised Estimate by Rx. 271,395 and of the Budget provision by Rx. 2,206,595.

199. The amounts provided for Railway Construction this year and next are—Revised Estimate, 1898-99, Rx. 5,151,400, and Budget Estimate, 1899-1900, Rx. 4,705,000. These figures include provision to the extent of Rx. 695,400 and Rx. 490,000, respectively, under the head 34.—Construction of Protective Railways. The distribution of the above totals is given in paragraph 28 of this Statement.

200. The distribution of the total expenditure on Railway Construction through State and Companies' agency in each of the three years from 1897-98 to 1899-1900, as given in paragraph 193, is as follows:—

	1897-98, Accounts.	1898-99, Revised.	1899-1900, Budget.
<i>Expenditure in England.</i>			
1. State Lines . . . . .	809,010	788,000	681,000
2. Old Guaranteed Railways . . . . .	761,182	937,600	818,800
3. Extensions of ditto . . . . .	763	86,300	130,900
4. Other Guaranteed or Assisted Railways . . . . .	748,921	756,800	996,000
TOTAL . . . . .	£ 2,319,876	2,568,700	2,626,700



	1897-98, Accounts.	1898-99, Revised.	1899-1900, Budget.
<i>Exchange on Expenditure in England.</i>			
1. State Lines . . . . .	455,570	394,000	356,700
2. Old Guaranteed Railways at contract rate . .	69,198	85,200	74,500
3. Extensions of ditto at average rates . . .	466	44,000	68,200
4. Other Guaranteed or Assisted Railways at contract rates . . . . .	462,842	394,100	517,700
TOTAL . Rx.	988,076	917,300	1,017,100
<i>Expenditure in India.</i>			
1. State Lines . . . . . Rx.	3,348,109	3,969,400	3,667,300
2. Old Guaranteed Railways (net repayments) . . . . . Rx.	—398,838	—470,000	—349,300
3. Extensions of ditto . . . . . Rx.	5,048	168,500	304,700
4. Other Guaranteed or Assisted Railways . . . . . Rx.	2,314,752	1,786,400	1,328,200
5. Branch Lines on firm guarantee . . . . . Rx.	124,251	218,000	168,000
TOTAL INDIA . . . . .	5,393,322	5,672,300	5,178,900
TOTAL OF PROGRAMME . . . . .	8,701,274	9,158,300	8,822,700
To the above should be added the following amounts on account of expenditure on other Companies' lines and expenditure on Railway Construction from Provincial Revenues:—			
Other Branch Lines . . . . .	563,685	924,600	369,600
Railways outside of Government accounts . . . . .	903,550	545,500	580,700
Provincial State Lines . . . . .	3,792	4,200	3,600
GRAND TOTAL . . . . .	10,172,301	10,632,600	9,776,600

#### 49.—Irrigation—Construction.

201. The figures are:—

Accounts, 1897-98.	Budget, 1898-99.	Revised, 1898-99.	Budget, 1899-1900.
Rx.	Rx.	Rx.	Rx.
692,431	750,000	692,200	850,000

The expenditure during the current year is likely to fall short of the Budget Estimate by Rx. 57,800 owing chiefly to delay in starting work on the Jhelum Canal. In order to meet the heavy demands for expenditure on this and other projects, the Budget grant for 1899-1900 has been fixed at Rx. 850,000.

#### 50.—Miscellaneous Public Improvements.

Accounts, 1897-98.	Budget, 1898-99.	Revised, 1898-99.
Rx.	Rx.	Rx.
4,105	48,000	—4,100

202. As was explained in paragraph 185 of the Financial Statement of March 1898, this head was opened in the Accounts of 1897-98 to record the expenditure on the construction of certain jetties and landing-sheds at Chittagong in connection with the Assam-Bengal Railway. It has now been decided to classify this expenditure under the head "48.—Railways—Construction," and the expenditure of Rx. 4,105 recorded in 1897-98 has accordingly been written back in 1898-99.

### Section VI.—Ways and Means.

#### HOME TREASURY.

203. The following table sets out the transactions of the Home Treasury as they appear in the Budget and Revised Estimate for 1898-99 and in the Budget for the coming year :—

	Budget, 1898-99.	Revised, 1898-99.	Budget, 1899-1900.
RECEIPTS.	£	£	£
Council Bills . . . . .	16,000,000	19,000,000	17,000,000
Permanent Debt incurred . . . . .	6,000,000	5,297,700	...
Temporary Debt incurred . . . . .	6,000,000	4,500,000	4,500,000
Capital Receipts from Railway Companies—			
for discharge of debt . . . . .	1,491,600	805,500	1,248,600
" expenditure . . . . .	1,676,000	1,226,300	1,473,000
Deposits and Advances, net . . . . .	...	200	...
<i>Add—Opening Balance</i> . . . . .	2,168,254	2,534,244	4,304,444
<b>TOTAL</b> . . . . .	<b>33,335,854</b>	<b>33,363,944</b>	<b>28,526,044</b>
OUTGOINGS.			
Excess of Expenditure over Revenue . . . . .	16,286,500	16,091,200	16,324,500
Expenditure not charged to Revenue . . . . .	1,119,400	791,100	682,100
Permanent Debt discharged . . . . .	3,384,700	3,384,900	...
Temporary Debt . . . . .	6,000,000	6,000,000	4,500,000
Issues to Railway Companies on Capital Account—			
for discharge of debt . . . . .	1,491,600	805,500	1,248,600
" expenditure . . . . .	2,316,500	1,823,900	1,948,700
Remittances from India, net—			
(a) Railway Companies' Remittances . . . . .	302,500	—62,700	736,000
(b) Family and other Remittances . . . . .	191,300	225,600	263,800
<i>Add—Closing Balance</i> . . . . .	2,242,854	4,304,444	2,817,344
<b>TOTAL</b> . . . . .	<b>33,335,854</b>	<b>33,363,944</b>	<b>28,526,044</b>

204. In the Budget Estimate of 1898-99 the net disbursements of the Home Treasury, excluding Loans and Council Bills, were taken at £18,540,700. The intention then was to provide £16,000,000 of this by the sale of Bills in India, and to meet the balance, £2,540,700, by raising Sterling loans in England. According to the Revised Estimates the net disbursements, apart from the discount on the loan raised during the year by means of  $2\frac{1}{2}$  per cent India Stock, will be £17,642,600, so that if the sales of Council Bills had been restricted to £16,000,000, loan funds would have had to meet only £1,642,600, instead of £2,540,700 as originally contemplated. But the new loan of the year was



raised at a heavy discount, amounting to £702,300, on a total debt of £6,000,000; while, on the other hand, the Secretary of State has taken advantage of the improvement in the cash balances in India and of the favourable prospects of the season to raise his drawings in 1898-99 to £19,000,000. The larger balances thus made available have enabled the Secretary of State to reduce temporary borrowing on India Bills from £6,000,000 to £4,500,000, and the cash balance of the Home Treasury at the end of the year is now expected to exceed the opening balance by £1,770,200. Although, for the reasons explained above, the sale of Bills on India to the extent of £18,000,000 only would have been more than sufficient to cover the net disbursements of the Home Treasury in 1898-99, the Secretary of State has drawn a million in excess of this sum with the object of fully meeting the large mercantile demand for remittance arising from the brisk trade of the year. The drawings of 1899-1900 will be reduced by a corresponding amount.

205. In accordance with the intention announced in paragraph 194 of the last Financial Statement, India Stock for £6,000,000 was issued in July 1898. The new stock was issued at  $2\frac{1}{2}$  per cent: but owing to the unfavourable state of the money market at the time, the loan was taken up at the heavy discount of £11 9s. 7d. per cent. The total amount tendered was £22,385,300, and the minimum rate of accepted tenders was £88 5s. 6d. It is usual, when the amount of discount on a new loan is moderate, to charge off the whole amount against the Revenues of the year in which the loan is raised; but as in the present case the discount comes to the large sum of £702,300, it has been decided, in accordance with an arrangement sanctioned in 1886, to create a Sinking Fund for its discharge by annual payments for 50 years at an interest of  $2\frac{1}{2}$  per cent per annum. Accordingly, the money actually raised by the loan, namely, £5,297,700, is shown in the table in paragraph 203 as a receipt on account of the loan, and the annual payment to the Sinking Fund, amounting to about £7,000, is, as already explained in paragraph 121, shown as expenditure.

In accordance with the programme settled at the beginning of the year, 384,700l. of Oudh and Rohilkhand Railway 4 per cent Debenture Stock was discharged on the 6th May 1898, and 3,000,000l. India Debentures bearing interest at  $3\frac{1}{4}$  per cent were also discharged on their expiry on 16th August 1898.

206. In March last it was intended to raise 6,000,000l. in 1898-99 by means of India Bills so as to replace an equivalent amount falling due in the year; but in consequence of the larger amount received for Bills of Exchange on India only 4,500,000l. of temporary debt had to be replaced, and the remainder was discharged by a reduction in the cash balances. Of the 4,500,000l. India Bills issued during the year, 2,500,000l. were issued in May 1898 and 2,000,000l. in September, both issues being for twelve months. The results of the loans were as follows:—

Month of Issue.	Amount tendered.	Amount accepted.	Average rate of interest per cent per annum.
	£	£	£ s. d.
May 1898 . . . . .	18,809,000	2,500,000	2 2 6
September 1898 . . . . .	7,175,000	2,000,000	2 12 0

207. The net issues to Railway Companies in England in 1898-99 are now estimated to be 597,600l. against 640,500l. entered in the Budget Estimate, showing a reduction of 42,900l. only. The following are the usual details:—

	Budget. £	Revised. £
RECEIPTS.		
Subscribed Capital—		
(a) State Lines . . . . .	1,335,100	1,151,800
(b) Guaranteed Lines . . . . .	1,829,500	836,800
Miscellaneous . . . . .	3,000	43,200
TOTAL . . . . .	3,167,600	2,031,800

		Budget.	Revised.
		£	£
ISSUES.			
For discharge of Debentures—			
(a) State Railways . . . . .		835,100	600,000
(b) Guaranteed Lines . . . . .		656,500	205,500
For Stores, Establishment Charges, etc.—			
(a) State Railways . . . . .		865,300	759,700
(b) Guaranteed Lines . . . . .		1,451,200	1,064,200
TOTAL . . . . .		3,808,100	2,629,400

Debentures of the Rohilkhand-Kumaon, Southern Mahratta, Madras, and Bombay, Baroda and Central India Railway Companies, aggregating £686,100, were renewed instead of being replaced by fresh Capital as was contemplated in the Budget programme. The Capital receipts from the Bombay, Baroda and Central India, the Great Indian Peninsula Railway, and the Madras Railway were less by 541,700*l.* than the original estimate. On the other hand, the Indian Midland and Bengal-Nagpur Railways raised 51,800*l.* more, making the net decrease in the amounts of new Capital 1,176,000*l.* as shown above. The item "Miscellaneous" includes 37,490*l.* received from the Bombay, Baroda and Central India Railway Company as contribution from the Fire Insurance Fund towards the cost of renewing Warren girders.

The estimates of the demands of the Companies for stores, establishment charges, etc., have proved too high except in the case of the Bengal Central, the Bengal-Nagpur, and the Burma Railways.

208. The following are the details of the remittance transactions of Railway Companies working State lines in India, to which advances of funds are made in England for the purchase of stores, etc., against adjustment in India by debit to the Railway Accounts :—

		Budget.	Revised.
		£	£
Advances for purchase of Stores—			
East Indian Railway . . . . .		700,000	714,400
Rajputana-Malwa . . . . .		65,000	70,600
South Indian Railway . . . . .		65,000	47,300
Bengal and North-Western Railway . . . . .		75,000	107,000
		905,000	939,300
East Indian Railway Debentures . . . . .		600,000	1,000,000
Transfer fees, etc. . . . .		2,500	2,000
		602,500	1,002,000
Net Remittance from India . . . . .		302,500	—62,700

The East Indian Railway has been authorised to raise 1,000,000*l.* instead of 600,000*l.* entered in the Budget Estimate, and the advances for purchase of stores are now expected to be largely in excess of the original estimates furnished by the several Companies.

Family and other  
Remittances.

209. The increase in the net payments on account of family and other remittances of £34,300 is the result of a number of large differences. The demands for Railway stores required by Native States have greatly exceeded the estimates sent from India, and the Revised Estimates also include 10,000*l.* estimated to be refunded to the Imperial Government in settlement of the expenses attending the employment of Native Indian Troops at Suakin. On the other hand, the repayments by Her Majesty's Government of expenses attending the employment of Indian Native Troops sent to Mombassa are expected to exceed the original estimate by 18,600*l.*



210. The net disbursements at the Home Treasury in 1899-1900, excluding <sup>1899-1900.</sup> Loans and Council Bills, are estimated at £18,487,100 against £18,540,700 in the Budget Estimate of 1898-99. As already stated in paragraph 204, the Secretary of State's present estimate of the drawings in 1898-99 will produce a large increase in his cash balances during the year, and this increase will be drawn upon to a considerable extent to meet the requirements of 1899-1900. It is therefore the present intention of the Secretary of State to draw during 1899-1900 £17,000,000 by Bills on India. <sup>Home Treasury.</sup>  
<sup>Ways and Means.</sup>

No increase in the Sterling debt in 1899-1900 is contemplated at present, nor is it proposed to issue any India Stock in the year; but India Bills falling due in 1899-1900 will be covered by fresh issues of a corresponding amount.

According to the programme now announced, the net disbursements of the Home Treasury will be met, in the year 1899-1900, by the sale of Bills on India to the amount of £17,000,000 and by a reduction in the cash balances of £1,487,100.

211. It should be understood that in stating the present intentions of the Secretary of State no sort of pledge is given that he will adhere to the programme.

#### INDIA.

212. The following is a summary of the Estimate of Ways and Means in India:—

	1898-99.		1899-1900.
	Budget.	Revised.	Budget.
	Rx.	Rx.	Rx.
<b>RECEIPTS.</b>			
1. Excess of Revenue over the Expenditure charged against it . . . . .	26,298,400	28,196,200	28,868,000
2. Rupee Loan . . . . .	3,000,000	1,200,000	...
3. Increase of Unfunded Debt, mostly Savings Bank Deposits, net . . . .	538,800	291,600	521,900
4. Other items, net . . . . .	—86,700	1,122,500	844,500
5. <i>Remittances to Secretary of State, net—</i>			
(a) <i>Railway Companies' Remittances</i> . . . . .	302,500	—62,700	736,000
(b) <i>Other Remittances</i> . . . . .	244,300	230,800	222,100
<i>Add—Opening Balance</i> . . . . .	16,722,352	15,982,443	17,072,043
<b>TOTAL</b> . . . . .	47,019,652	46,960,843	48,204,543
<b>OUTGOINGS.</b>			
6. Excess Expenditure charged to Provincial Balances . . . . .	116,800	—1,417,900	924,700
7. Expenditure not charged to Revenue . . . . .	4,002,300	2,383,700	3,275,600
8. Rupee Debt discharged . . . . .	325,000	245,200	190,000
9. Loans to Municipalities, etc., net . . . .	—62,200	—262,500	248,800
10. <i>Issues on Capital Account to Railway Companies, net</i> . . . . .	1,468,800	873,300	781,300
11. Council Bills— <i>Sterling Amount</i> . . . .	16,014,500	18,695,200	17,152,100
Exchange . . . . .	8,945,500	9,371,800	8,952,600
<i>Add—Closing Balance</i> . . . . .	16,208,952	17,072,043	16,679,443
<b>TOTAL</b> . . . . .	47,019,652	46,960,843	48,204,543

The headings in italics are connected with, and explained by, the corresponding figures of the Secretary of State's account in England. The others refer to purely Indian transactions.

1898-99.  
General Summary.

213. The excess of revenue in India over the expenditure charged against it was taken in the Budget Estimate of 1898-99 at Rx. 26,298,400, and it was assumed that it would be possible to pay Rx. 24,960,000 on account of Council Bills during the year with the help of a rupee loan of Rx. 3,000,000 and with a reduction in the cash balances of Rx. 513,400. The early cessation of warlike operations on the frontier, the partial failure of the opium crop which reduced the payments to cultivators, and a satisfactory improvement in Railway and other revenues so far improved the cash balances as to enable Government to reduce the rupee loan of the year to Rx. 1,200,000 without curtailing the drawings of the Secretary of State in the early part of the year. As the year advanced, a steady increase of the revenue and large lapses in the grants for Capital expenditure added constantly to the balances and rendered it possible to meet without difficulty payments for Council Bills considerably in excess of the Budget Estimate. It is now estimated that the revenue in excess of expenditure will amount to Rx. 28,196,200; that the balances of Provincial Governments and Local Funds will be increased by Rx. 1,417,900 instead of being reduced by Rx. 116,800 as anticipated in the Budget; and that the Capital expenditure of Government not charged to Revenue will be Rx. 1,618,600 less than the original estimate. The net result of these and other variations is that in spite of the proposed rupee loan having been reduced by Rx. 1,800,000, Rx. 28,067,000 will be paid on account of Council Bills, and the year will close with a cash balance of Rx. 17,072,043, being Rx. 1,089,600 in excess of the opening balance of the year.

Rupee Loan of  
1898-99.

214. It was announced in paragraph 200 of the last Financial Statement that a new loan of Rx. 3,000,000 would be raised in India in 1898-99. But owing to the scarcity of loanable Capital, due partly to famine and plague and partly to the Exchange Banks having remitted their surplus balances to England, the prospects of raising such a large amount in the Indian market were unfavourable. As a review of the Ways and Means in June 1898 showed that owing to a general improvement in revenue prospects a loan of Rx. 1,200,000 might be sufficient, it was decided to borrow that amount only. The state of the market made it impossible to attempt a 3 per cent loan, and the loan was therefore raised at  $3\frac{1}{2}$  per cent as in 1897-98.

The loan of Rx. 1,200,000 was issued on 30th July 1898, and tenders for it were received on 24th August 1898. The unfavourable state of the money market affected the result, and the loan was raised at a discount of Rs 5-3 $\frac{1}{2}$  annas per cent.

1899-1900.  
Main features.

215. The Revenue Account for 1899-1900 as now made up closes with a surplus of Rx. 3,932,600. The Capital expenditure on Railways and Canals not charged to Revenue must of necessity be provided for either from the surplus revenue, or by reducing the cash balances, or by contracting a loan. In 1899-1900 the requirements for Capital expenditure are—

	Rx.
(1) Government expenditure in India	3,275,600
(2) Government expenditure in England (£ 682,100 converted at 15 $\frac{1}{4}$ d. the rupee)	1,039,400
(3) Net disbursements to Railway Companies in India	1,355,600
(4) Net disbursements to Railway Companies in England (£475,700 converted at 15 $\frac{1}{4}$ d. the rupee)	724,900
<b>TOTAL</b>	<b>6,395,500</b>

Of the total sum of Rx. 6,395,500 thus required in England and in India for the purpose of Capital expenditure during 1899-1900, £1,487,100 or



Rx. 2,266,100 has already been rendered available in the manner explained in paragraph 210 above by the increase in the Secretary of State's balances resulting from the larger drawings of Council Bills during the current year, and the remainder Rx. 4,129,400 will be more than covered by the surplus revenue estimated at Rx. 3,932,600 and an estimated reduction in the cash balances in India of Rx. 392,600. Accordingly no new rupee loan will be required in India for the purpose of Capital expenditure in 1899-1900.

Apart from the revenue surplus mentioned above, there will be a net receipt on account of Unfunded Debt—chiefly Savings Bank deposits—of Rx. 521,900, and Rx. 603,900 (included in "Other items" in the table in paragraph 212) out of the Famine Insurance Grant of Rx. 1,500,000 will be available for appropriation in reduction of debt. Against these important receipts there will be taken the expenditure of Provincial Governments from accumulated balances (Rx. 924,700), the payments for rupee debt discharged (Rx. 190,000), and the loans by Government (Rx. 248,800). The payments of Council Bills in 1899-1900 as entered in the Estimates will be Rx. 26,104,700 including exchange, or Rx. 1,144,700 more than the corresponding figure in the Budget Estimates of 1898-99.

216. As above stated, no rupee loan in India will be required in 1899-1900, and it is not the present intention of the Government of India to raise any such loan in the year. Full liberty is, however, reserved as usual to alter the programme, as now announced, to any extent that may be considered desirable.

217. The following table gives the details of the transactions of Savings Banks during the last few years and the estimated transactions for 1898-99 and 1899-1900:—

YEAR.	Net additions to deposits, cash.	Interest.	Total addition.
1890-91 . . . . .	250,700	279,700	530,400
1891-92 . . . . .	517,900	306,200	824,100
1892-93 . . . . .	548,900	339,400	888,300
1893-94 . . . . .	179,900	368,000	547,900
1894-95 . . . . .	—84,500	297,000	212,500
1895-96 . . . . .	247,700	338,500	586,200
1896-97 . . . . .	—581,100	346,600	—234,500
1897-98 . . . . .	—657,100	327,000	—330,100
1898-99, Budget . . . . .	156,700	327,500	484,200
1898-99, Revised . . . . .	—90,300	325,700	235,400
1899-1900, Budget . . . . .	126,500	336,600	463,100

218. The Budget Estimate of 1898-99 anticipated a small addition of Rx. 156,700 to the net deposits, but according to the present estimates there will be a net withdrawal of Rx. 90,300 apart from interest. This result is attributed to the low price ruling for Government securities throughout the greater part of the year having encouraged small investors to withdraw their money from Savings Banks and buy Government paper. The price of  $3\frac{1}{2}$  per cent Government securities is now above par, and in preparing the Budget Estimates for 1899-1900 allowance has been made for a small addition to the net deposits of Rx. 126,500.

219. The transactions during the year 1898-99 under the head of Loans by Government are now expected to result in a net receipt of Rx. 262,500 against Rx. 62,200 entered in the Budget Estimate, an increase in the receipts of Rx. 200,300. This increase is made up of an increase in the recoveries of Rx. 174,400 and a decrease in the advances of Rx. 25,900. As is usually the case, the allotments asked for by Provincial Governments on behalf of local

*Loans by Govern-  
ment for local  
purposes.*

authorities could not be fully utilised by reason of delays in maturing the schemes of improvement for which the loans were required. The amounts so lapsing are largest in the North-Western Provinces and Oudh.

The recoveries were also larger than the original estimates, chiefly in the Central Provinces and the North-Western Provinces.

Provision has been made in the Budget Estimate of 1899-1900 for net issues on account of loans to the extent of Rx. 248,800 made up of allotments of advances aggregating Rx. 989,600 and recoveries of past loans, Rx. 740,800. The following are the figures of gross recoveries and issues for the six years ending 1899-1900:—

	Issues.	Recoveries.
1894-95 . . . . .	686,806	512,267
1895-96 . . . . .	744,789	506,246
1896-97 . . . . .	1,337,194	542,638
1897-98 . . . . .	1,466,739	958,153
1898-99, Revised . . . . .	771,700	1,034,200
1899-1900, Budget . . . . .	989,600	740,800

It will be observed that the large issues of the later years of the period have been to a great extent met by large recoveries which in their turn were rendered possible by the liberal scale on which certain classes of loans were given in years of scarcity. The estimates for next year include a large provision for loans to agriculturists and cultivators in the Punjab required partly for the relief of distress apprehended in the Hissar District, but chiefly in connection with the Chenab Canal Colonisation Project from which a substantial increase of revenue is expected. Allowance has been made for plague loans as far as they can be foreseen at present. A sum of Rx. 100,000 representing the Capital cost of the Umari Colliery is also included in the figures as a loan to the Rewa Durbar. The Colliery will be transferred to the Durbar with effect from 1st April 1899, and pending recovery of the cost the amount is written off the Capital Account of Railways by transfer to the Loan Account.

Cash Balance.

220. The year 1899-1900 is estimated to close with a cash balance in the Indian Treasuries of Rx. 16,679,443, which is less than the opening balance of the year by Rx. 392,600.

J. WESTLAND.

CALCUTTA;  
March 20, 1899.



## APPENDIX.

### ACCOUNTS AND ESTIMATES.

Accounts . . . . .	1897-98
Revised Estimates . . . . .	1898-99
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*General Statement of the Accounts and Estimates of the Revenue  
India, in India*

		For details, vide State- ment.	RECEIPTS.			
			ACCOUNTS, 1897-98.	BUDGET ESTIMATE, 1898-99.	REVISED ESTIMATE, 1898-99.	BUDGET ESTIMATE, 1899-1900.
<b>Revenue—</b>						
Principal Heads of Revenue—						
Land Revenue . . . . .	A		25,683,642	27,568,200	27,679,400	27,641,900
Opium . . . . .	"		5,179,772	5,329,800	5,679,400	6,003,700
Salt . . . . .	"		8,594,225	8,728,000	9,047,200	8,757,200
Stamps . . . . .	"		4,837,043	4,855,900	4,836,900	4,897,100
Excise . . . . .	"		5,489,454	5,717,300	5,731,000	5,778,200
Customs . . . . .	"		4,641,295	4,590,500	4,898,400	4,648,700
Other Heads . . . . .	"		8,728,842	8,870,100	9,113,600	9,090,400
TOTAL PRINCIPAL HEADS Rx. . . . .		...	63,154,273	65,659,800	66,989,200	66,817,200
Interest . . . . .	A		872,241	929,800	970,100	928,900
Post Office, Telegraph, and Mint . . . . .	"		3,370,548	3,203,900	3,054,400	3,065,200
Receipts by Civil Departments . . . . .	"		1,723,511	1,733,000	1,748,400	1,775,300
Miscellaneous . . . . .	"		940,994	918,600	984,700	854,500
Railways . . . . .	"		21,260,886	21,823,600	22,736,400	23,460,900
Irrigation . . . . .	"		3,569,864	3,228,100	3,461,700	3,451,100
Buildings and Roads . . . . .	"		667,823	678,700	696,400	688,900
Receipts by Military Department . . . . .	"		881,864	909,900	924,800	919,300
TOTAL REVENUE Rx. . . . .		...	96,442,004	99,085,400	101,566,100	101,951,500
<b>Debt, Deposits, and Advances—</b>						
Permanent Debt (net Incurred) . . . . .	C		6,077,779	5,290,300	2,867,600	...
Temporary Debt (net Incurred) . . . . .	"		5,000,000	...	...	...
Unfunded Debt (net Incurred) . . . . .	"		...	538,800	291,600	521,900
Deposits and Advances (net) . . . . .	"		2,944,660	598,600	869,900	...
Loans and Advances by Imperial Government (net Repayments) . . . . .	"		44,963	91,300	40,000	...
Loans and Advances by Provincial Governments (net Repayments) . . . . .	"		...	...	222,500	...
Remittances (net) . . . . .	"		...	53,000	745,200	...
Secretary of State's Bills drawn . . . . .	"		9,506,077	16,000,000	19,000,000	17,000,000
TOTAL RECEIPTS . . . . .		...	120,015,483	121,657,400	125,602,900	119,483,400
Balance on 1st April—India . Rx. . . . .	...		13,873,752	16,722,352	15,982,443	17,072,043
England . £ . . . . .	...		2,832,354	2,168,254	2,534,244	4,304,444
GRAND TOTAL . . . . .		...	136,721,589	140,548,006	144,119,587	140,859,887

FORT WILLIAM,  
FINANCE AND COMMERCE DEPARTMENT;  
The 20th March 1899.

W. H. DOBBIE,  
Deputy Comptroller General



# and Expenditure and Receipts and Disbursements of the Government of and in England.

	For details, vide Statement.	DISBURSEMENTS.			
		ACCOUNTS, 1897-98.	BUDGET ESTIMATE, 1898-99.	REVISED ESTIMATE, 1898-99.	BUDGET ESTIMATE, 1899-1900.
<b>Expenditure—</b>					
Direct Demands on the Revenues . . . . .	B	10,816,813	11,210,900	10,712,300	11,353,600
Interest . . . . .	"	3,472,260	3,378,600	3,076,800	3,014,200
Post Office, Telegraph, and Mint . . . . .	"	2,869,525	2,932,000	2,890,900	2,984,400
Salaries and Expenses of Civil Departments . . . . .	"	15,739,547	15,694,800	15,715,900	16,383,100
Miscellaneous Civil Charges . . . . .	"	5,716,826	5,777,600	5,774,200	5,843,500
Famine Relief and Insurance . . . . .	"	5,363,125	1,099,200	1,176,100	1,129,600
Construction of Railways (charged against Revenue in addition to that under Famine Insurance) . . . . .	"	3,792	5,800	4,200	3,600
Railway Revenue Account . . . . .	"	22,693,502	23,921,400	23,614,500	24,341,500
Irrigation . . . . .	"	3,144,085	3,213,100	3,222,100	3,334,800
Buildings and Roads . . . . .	"	5,418,936	6,021,500	5,842,100	6,806,400
Army Services . . . . .	"	26,996,774	25,055,900	24,051,300	23,758,900
Special Defence Works . . . . .	"	23,708	...	8,400	...
TOTAL EXPENDITURE, IMPERIAL AND PROVINCIAL Rx.	...	102,258,893	98,310,800	96,088,800	98,953,600
Add—Provincial Surpluses: that is, portion of Allotments to Provincial Governments not spent by them in the year . . . . .	End of B	203,232	137,500	1,419,900	...
Deduct—Provincial Deficits: that is, portion of Provincial Expenditure defrayed from Provincial balances . . . . .	"	660,910	254,300	2,000	924,700
TOTAL EXPENDITURE CHARGED AGAINST REVENUE Rx.	...	101,801,215	98,194,000	97,506,700	98,028,900
<b>Expenditure not charged to Revenue—</b>					
Capital Outlay on Railways and Irrigation Works Rx.	End of B	4,328,541	5,749,300	3,570,300	4,315,000
<b>Debt, Deposits, and Advances—</b>					
Permanent Debt (net Discharged) . . . . .	C	...	...	...	190,000
Temporary Debt (net Discharged) . . . . .	"	...	...	1,500,000	...
Unfunded Debt (net Discharged) . . . . .	"	308,186	...	...	...
Deposits and Advances (net) . . . . .	"	...	...	...	124,600
Loans and Advances by Imperial Government (net Advances) . . . . .	"	...	...	...	11,800
Loans and Advances by Provincial Governments (net Advances) . . . . .	"	553,549	29,100	...	237,000
Capital of Railway Companies (net Payments) . . . . .	"	1,406,837	2,109,300	1,470,900	1,257,000
Remittances (net) . . . . .	"	333,829	...	...	46,700
Secretary of State's Bills paid . . . . .	"	9,472,745	16,014,500	18,695,200	17,152,100
TOTAL DISBURSEMENTS . . . . .	...	118,204,902	122,096,200	122,743,100	121,363,100
Balance on 31st March—India . Rx.	...	15,982,443	16,208,952	17,972,043	16,679,443
England . £	...	2,534,244	2,242,854	4,304,444	2,817,344
GRAND TOTAL . . . . .	...	136,721,589	140,548,006	144,119,587	140,859,887
Revenue . . . . .		96,442,004	99,085,400	101,566,100	101,961,500
Expenditure chargeable thereon . . . . .		101,801,215	98,194,000	97,506,700	98,028,900
Surplus (+) Deficit (—) . Rx.		—5,359,211	+891,400	+4,059,400	+3,932,600

A. F. COX,  
Comptroller General.

H. H. RISLEY,  
Offg. Secretary to the Government of India.  
L 2

## A.—STATEMENT of the REVENUE

HEADS OF REVENUE.	ACCOUNTS, 1897-98.					REVENUE	
	INDIA.		England.	Exchange.*	TOTAL.	INDIA.	
	Imperial.	Provincial and Local.				Imperial.	Provincial and Local.
<b>Principal Heads of Revenue—</b>	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.
I.—Land Revenue . . . . .	14,526,340	11,157,302	...	...	25,683,642	15,135,000	12,544,400
II.—Opium . . . . .	5,179,772	...	...	...	5,179,772	5,679,400	...
III.—Salt . . . . .	8,581,447	12,778	...	...	8,594,225	8,954,000	93,300
IV.—Stamps . . . . .	1,246,394	3,590,649	...	...	4,837,043	1,240,600	3,596,443
V.—Excise . . . . .	3,717,352	1,772,102	...	...	5,489,454	3,880,900	1,850,100
VI.—Provincial Rates . . . . .	4,547	3,718,743	...	...	3,723,290	4,200	3,647,000
VII.—Customs . . . . .	4,608,681	32,614	...	...	4,641,295	4,859,300	39,100
VIII.—Assessed Taxes . . . . .	1,061,665	833,800	...	...	1,895,465	1,082,100	848,000
IX.—Forest . . . . .	900,630	838,884	...	...	1,739,514	940,600	897,400
X.—Registration . . . . .	244,335	242,209	...	...	486,544	228,000	226,000
XI.—Tributes from Native States . . . . .	884,029	...	...	...	884,029	939,700	...
<b>TOTAL</b> . . . . .	40,955,192	22,199,081	...	...	63,154,273	42,943,800	24,045,400
<b>XII.—Interest</b> . . . . .	658,712	181,969	20,190	11,370	872,241	705,400	222,700
<b>Post Office, Telegraph, and Mint—</b>							
XIII.—Post Office . . . . .	1,869,217	9,946	...	...	1,879,163	1,885,600	10,600
XIV.—Telegraph . . . . .	1,302,823	...	4,163	2,344	1,309,330	1,070,600	...
XV.—Mint . . . . .	182,044	...	7	4	182,055	76,500	...
<b>TOTAL</b> . . . . .	3,354,084	9,946	4,170	2,348	3,370,548	3,032,700	10,600
<b>Receipts by Civil Departments—</b>							
XVI.—Law and Justice { Courts . . . . .	5,814	351,099	...	...	356,913	7,500	363,300
{ Jails . . . . .	29,746	276,534	...	...	306,280	29,000	299,100
XVII.—Police . . . . .	1,404	446,926	...	...	448,330	1,300	437,000
XVIII.—Marine . . . . .	47,759	152,965	...	...	200,724	30,800	158,600
XIX.—Education . . . . .	1,623	215,895	...	...	217,518	2,100	229,200
XX.—Medical . . . . .	207	87,467	1,622	913	90,209	200	85,800
XXI.—Scientific and other Minor Departments . . . . .	10,972	92,091	303	171	103,537	10,900	90,800
<b>TOTAL</b> . . . . .	97,525	1,622,977	1,925	1,084	1,723,511	81,800	1,663,300
<b>Miscellaneous—</b>							
XXII.—Receipts in aid of Superannuation, etc. . . . .	150,779	55,516	87,639	49,351	343,285	127,400	52,300
XXIII.—Stationery and Printing . . . . .	31,001	49,002	...	...	80,003	30,300	54,000
XXIV.—Exchange . . . . .	43,970	...	...	...	43,970	54,000	...
XXV.—Miscellaneous . . . . .	143,911	325,247	2,929	1,649	473,736	164,800	344,600
<b>TOTAL</b> . . . . .	369,661	429,765	90,568	51,000	940,994	376,500	450,900
<b>Railways—</b>							
XXVI.—State Railways (Gross Receipts) . . . . .	18,985,869	58,296	230	130	19,044,525	19,639,000	56,800
XXVII.—Guaranteed Companies (Net Traffic Receipts) . . . . .	2,201,392	...	...	...	2,201,392	2,995,000	...
XXVIII.—Subsidized Companies (Repayment of Advances of Interest) . . . . .	12,990	...	1,266	713	14,969	44,800	...
<b>TOTAL</b> . . . . .	21,200,251	58,296	1,496	843	21,260,886	22,678,800	56,800
<b>Irrigation—</b>							
XXIX.—Major Works: Direct Receipts . . . . .	1,265,377	1,112,367	...	...	2,377,744	1,551,600	673,000
Portion of Land Revenue due to Irrigation . . . . .	964,738	...	...	...	964,738	989,700	...
XXX.—Minor Works and Navigation . . . . .	57,359	170,023	...	...	227,382	78,900	167,900
<b>TOTAL</b> . . . . .	2,287,474	1,282,390	...	...	3,569,864	2,620,200	841,300
<b>Buildings and Roads—</b>							
XXXI.—Military Works . . . . .	52,561	...	...	...	52,561	54,200	...
XXXII.—Civil Works . . . . .	10,449	559,631	28,911	16,280	615,262	10,500	586,600
<b>TOTAL</b> . . . . .	63,011	559,631	28,911	16,280	667,823	64,700	586,600
<b>Receipts by Military Department—</b>							
XXXIII.—Army: Effective . . . . .	647,207	...	31,959	17,997	697,163	699,600	...
Non-effective . . . . .	88,502	...	14,443	8,133	111,078	90,700	...
Warlike operations . . . . .	73,623	...	...	...	73,623	44,900	...
<b>TOTAL</b> . . . . .	809,332	...	46,402	26,130	881,864	835,200	...
<b>TOTAL REVENUES</b> . . . . .	69,795,232	26,344,055	193,652	109,055	96,442,004	73,339,100	27,878,300

\* The columns headed "Exchange" show under the several heads of Revenue and Expenditure which include transactions in England exchange thereon calculated according to the average Rate obtained or estimated to be obtained for tele and telegraphic transfers sold during the year.



## INDIA, in India and in England.

ESTIMATE, 1898-99.			Increase + Decrease— of Revised, as com- pared with Budget Estimates, 1898-99. (Excluding Ex- change.)	BUDGET ESTIMATE, 1899-1900.					Increase + Decrease— of Budget, 1899-1900, as compared with Budget Esti- mates, 1898-99. (Excluding Ex- change.)	Increase + Decrease— of Budget, 1899-1900, as compared with Revised Estimates, 1898-99. (Excluding Ex- change.)
England.	Exchange.* 154d.	TOTAL.		INDIA.		England.	Exchange* 154d.	TOTAL.		
				Imperial.	Provincial and Local.					
£	Rx.	Rx.		Rx.	Rx.	£	Rx.	Rx.		
...	...	27,679,400	+ 111,200	16,014,700	11,627,200	...	...	27,641,900	+ 73,700	—37,500
...	...	5,679,400	+ 349,600	6,003,700	...	...	...	6,003,700	+ 673,900	+ 324,300
...	...	9,047,200	+ 319,200	8,661,900	95,300	...	...	8,757,200	+ 29,200	—290,000
...	...	4,839,900	—16,000	1,257,400	3,639,700	...	...	4,897,100	+ 41,200	+ 57,200
...	...	5,731,000	+ 13,700	3,911,800	1,866,400	...	...	5,778,200	+ 60,900	+ 47,200
...	...	3,952,100	+ 92,100	4,200	3,947,300	...	...	3,951,500	+ 91,500	—600
...	...	4,898,400	+ 307,900	4,599,300	49,400	...	...	4,648,700	+ 58,200	—249,700
...	...	1,930,100	+ 37,200	1,092,300	836,500	...	...	1,948,800	+ 55,900	+ 18,700
...	...	1,838,000	+ 102,400	919,200	871,500	...	...	1,790,700	+ 55,100	—47,300
...	...	454,000	—8,200	232,000	229,700	...	...	461,700	—500	+ 7,700
...	...	939,700	+ 20,300	937,700	...	...	...	937,700	+ 18,300	—2,000
...	...	66,989,200	+ 1,329,400	43,634,200	23,183,000	...	...	66,817,200	+ 1,157,400	—172,000
28,000	14,000	970,100	+ 31,900	700,100	213,500	10,000	5,300	928,900	—600	—32,500
...	...	1,896,200	+ 3,000	1,892,600	10,700	...	...	1,903,300	+ 10,100	+ 7,100
7,400	3,700	1,081,700	—151,600	1,095,000	...	4,200	2,200	1,101,400	—130,400	+ 21,200
...	...	76,500	—2,300	60,500	...	...	...	60,500	—18,300	—16,000
7,400	3,700	3,054,400	—150,900	3,048,100	10,700	4,200	2,200	3,065,200	—138,600	+ 12,300
...	...	370,800	+ 700	7,800	361,200	...	...	369,000	—1,100	—1,800
...	...	328,100	—7,200	32,100	316,600	...	...	348,700	+ 13,400	+ 20,600
...	...	438,300	—12,100	1,400	439,400	...	...	440,800	—9,600	+ 2,500
...	...	189,400	+ 39,600	21,200	156,200	...	...	177,400	+ 27,600	—12,000
...	...	231,300	—4,600	2,500	234,400	...	...	236,900	+ 1,000	+ 5,600
1,500	700	88,200	—1,300	200	87,000	1,500	800	89,500	—100	+ 1,200
400	200	102,300	+ 400	10,800	102,000	300	100	113,200	+ 11,400	+ 11,000
1,900	900	1,748,400	+ 15,500	76,000	1,696,800	1,800	900	1,775,500	+ 42,600	+ 27,100
93,400	46,700	319,800	—900	125,000	52,900	90,400	47,400	315,700	—5,700	—4,800
...	...	84,300	+ 2,400	30,400	52,300	...	...	82,700	+ 800	—1,600
...	...	54,000	—46,000	69,000	...	...	...	69,000	—31,000	+ 15,000
11,500	5,700	526,600	+ 111,100	67,200	316,100	2,500	1,300	387,100	—24,000	—135,100
104,900	52,400	984,700	+ 66,600	291,600	421,300	92,900	48,700	854,500	—59,900	—126,500
200	100	19,696,100	+ 313,200	20,175,500	61,600	200	100	20,237,400	+ 854,500	+ 541,300
...	...	2,995,000	+ 571,000	3,192,500	...	...	...	3,192,500	+ 763,500	+ 197,500
300	200	45,300	+ 28,400	29,500	...	1,000	500	31,000	+ 13,800	—14,600
500	300	22,736,400	+ 912,600	23,397,500	61,600	1,200	600	23,460,500	+ 1,633,800	+ 724,200
...	...	2,225,200	+ 193,200	1,504,100	667,700	...	...	2,171,800	+ 139,800	—53,400
...	...	589,700	+ 17,700	1,043,100	...	...	...	1,043,100	+ 71,100	+ 53,400
...	...	246,800	+ 22,700	73,000	163,200	...	...	236,200	+ 12,100	—10,600
...	...	3,461,700	+ 233,600	2,620,200	830,900	...	...	3,451,100	+ 223,000	—10,600
...	...	54,200	+ 3,900	50,900	...	...	...	50,900	+ 600	—3,300
30,100	15,000	642,200	+ 14,700	10,500	582,400	29,600	15,500	638,000	+ 10,000	—4,700
30,100	15,000	696,400	+ 18,600	61,400	582,400	29,600	15,500	688,900	+ 10,000	—8,000
44,700	22,400	766,700	—10,100	733,400	...	51,900	27,200	812,500	+ 30,900	+ 41,000
15,000	7,500	113,200	+ 6,900	83,200	...	15,500	8,100	106,800	—100	—7,000
...	...	44,900	+ 15,800	...	...	...	...	...	—29,100	—44,900
59,700	29,900	924,800	+ 12,600	816,600	...	67,400	35,300	919,300	+ 1,700	—10,900
232,500	116,200	101,566,100	+ 2,469,900	74,645,700	27,000,200	207,100	108,500	101,961,500	+ 2,873,000	+ 403,100
Add—Increase on account of Ex- change . Rx.			+ 10,800	Add—Increase (+) or Deact—Decrease (—) on account of Exchange . Rx.			+ 3,100			—7,700
TOTAL INCLUDING EXCHANGE RX.			+ 2,480,700	TOTAL INCLUDING EXCHANGE RX.			+ 2,876,100			+ 395,400

## B.—STATEMENT of the EXPENDITURE chargeable on the

HEADS OF EXPENDITURE.	ACCOUNTS, 1897-98.					REVISED ESTIMATE, 1898-99.	
	INDIA.		England.	Exchange.* 15'3544.	TOTAL.	INDIA.	
	Imperial.	Provincial and Local.				Imperial.	Provincial and Local.
<b>Direct Demands on the Revenues—</b>	<i>Rx.</i>	<i>Rx.</i>	<i>£</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
1.—Refunds and Drawbacks . . . . .	201,722	82,622	...	...	284,344	214,100	80,800
2.—Assignments and Compensations . . . . .	505,635	1,036,113	...	...	1,541,748	516,600	1,041,900
<b>Charges in respect of Collection, viz. :—</b>							
3.—Land Revenue . . . . .	107,253	4,078,940	901	507	4,187,601	110,800	3,972,100
4.—Opium (including cost of Production) . . . . .	2,386,221	...	1,853	1,043	2,389,117	2,348,800	...
5.—Salt (including cost of Production) . . . . .	433,578	39,437	468	264	473,747	426,000	39,600
6.—Stamps . . . . .	40,910	138,908	35,844	20,185	154,027	40,300	137,400
7.—Excise . . . . .	159,149	81,122	123	69	240,463	160,700	82,300
8.—Provincial Rates . . . . .	...	52,530	...	...	52,530	...	55,700
9.—Customs . . . . .	81,531	129,848	...	...	211,379	81,000	134,100
10.—Assessed Taxes . . . . .	16,191	16,087	...	...	32,278	16,700	16,400
11.—Forest . . . . .	525,361	469,807	4,172	2,349	1,001,689	521,700	474,400
12.—Registration . . . . .	124,252	123,628	...	...	247,890	124,000	123,500
<b>TOTAL</b> . . . . .	4,499,993	6,249,042	43,361	24,417	10,816,813	4,420,100	6,158,200
<b>Interest—</b>							
13.—Interest on Debt . . . . .	3,110,536	709,188	4,069,144	2,291,416	10,180,284	3,210,700	719,300
<i>Deduct—</i> Amounts chargeable to Railways† . . . . .	4,079,009	...	1,189,920	670,073	5,039,011	4,267,500	...
" Amounts chargeable to Irrigation . . . . .	729,480	554,760	...	...	1,284,249	754,500	559,700
Remainder chargeable on Ordinary Debt . . . . .	1,697,953	154,419	2,879,215	1,621,343	2,957,024	1,811,300	160,200
14.—Interest on other Obligations . . . . .	510,620	4,536	51	29	515,236	514,900	4,000
<b>TOTAL</b> . . . . .	1,187,333	158,955	2,879,266	1,621,372	3,472,260	1,296,400	164,200
<b>Post Office, Telegraph, and Mint—</b>							
15.—Post Office . . . . .	1,429,323	132,639	107,165	60,347	1,729,474	1,438,200	127,900
16.—Telegraph . . . . .	767,971	...	181,383	102,140	1,051,494	790,000	...
17.—Mint . . . . .	80,273	...	5,300	2,984	88,557	109,700	...
<b>TOTAL</b> . . . . .	2,277,567	132,639	293,848	165,471	2,865,525	2,337,900	127,900
<b>Salaries and Expenses of Civil Departments—</b>							
18.—General Administration . . . . .	652,089	935,927	257,745	145,141	1,990,902	632,100	948,800
19.—Law and Justice { Courts . . . . .	31,900	3,100,581	3,013	1,697	3,137,191	27,000	3,047,900
Jails . . . . .	144,143	974,560	...	...	1,118,703	143,000	885,800
20.—Police . . . . .	59,162	4,173,693	683	385	4,203,923	61,600	4,112,400
21.—Marine (including River Navigation) . . . . .	164,737	180,025	213,853	120,425	679,040	154,000	177,500
22.—Education . . . . .	17,319	1,561,344	1,541	868	1,581,072	17,700	1,572,000
23.—Ecclesiastical . . . . .	173,579	...	245	138	173,962	170,500	...
24.—Medical . . . . .	29,505	1,297,447	16,931	9,534	1,355,417	40,600	1,502,300
25.—Political . . . . .	833,030	62,730	24,349	13,711	933,820	825,600	70,400
26.—Scientific and other Minor Departments . . . . .	300,272	194,434	26,109	14,702	535,517	320,600	209,500
<b>TOTAL</b> . . . . .	2,405,736	12,482,741	544,469	306,601	15,739,547	2,392,700	12,526,600
<b>Miscellaneous Civil Charges—</b>							
27.—Territorial and Political Pensions . . . . .	427,871	...	9,332	5,255	442,458	419,400	...
28.—Civil Furlough and Absentee Allowances . . . . .	763	...	187,640	105,664	294,067	1,700	...
29.—Superannuation Allowances and Pensions . . . . .	83,166	965,429	1,901,744	1,070,910	4,021,249	81,200	987,000
30.—Stationery and Printing . . . . .	116,364	522,619	54,449	30,661	724,093	121,200	514,400
32.—Miscellaneous . . . . .	40,164	152,714	26,921	15,160	234,959	58,300	154,700
<b>TOTAL</b> . . . . .	668,328	1,640,762	2,180,086	1,227,650	5,716,826	681,800	1,656,100
<b>Famine Relief and Insurance—</b>							
33.—Famine Relief . . . . .	4,678,777	644,111	1,740	980	5,325,608	9,500	35,100
34.—Construction of Protective Railways . . . . .	...	...	...	...	...	695,400	...
35.—Construction of Protective Irrigation Works . . . . .	37,517	...	...	...	37,517	13,500	...
36.—Reduction of Debt . . . . .	...	...	...	...	...	422,600	...
<b>TOTAL††</b> . . . . .	4,716,294	644,111	1,740	980	5,363,125	1,141,000	35,100
<b>Carried over</b> . . . . .	13,380,585	21,308,250	5,942,770	3,346,491	43,978,096	9,737,100	20,668,100

\* See foot-note to Statement A.

† Included under the following heads:—  
State Railways Interest on Debt  
Interest chargeable against Companies on Advances . . .

TOTAL

ACCOUNTS, 1897-98.				REVISED ESTIMATE, 1898-99.			
India.	England.	Exchange.	TOTAL.	India.	England.	Exchange.	TOTAL.
<i>Rx.</i>	<i>£</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>£</i>	<i>Rx.</i>	<i>Rx.</i>
3,991,278	971,045	546,815	5,509,138	4,135,100	966,900	483,500	5,585,500
87,731	218,834	123,258	430,873	132,400	218,900	109,500	460,800
4,079,009	1,189,879	670,073	5,939,011	4,267,500	1,185,800	593,000	6,046,300



## Revenues of India, in India and in England.

ESTIMATE, 1898-99.			Increase + Decrease — of Revised, as compared with Budget Estimates, 1898-99. (Excluding Exchange.)	BUDGET ESTIMATE, 1899-1900.						Increase + Decrease — of Budget, 1899-1900, as compared with Budget Estimates, 1898-99. (Excluding Exchange.)	Increase + Decrease — of Budget, 1899-1900, as compared with Revised Estimates, 1898-99. (Excluding Exchange.)
England.	Exchange,* 1898.	TOTAL.		INDIA.		England.	Exchange,* 1898.	TOTAL.			
				Imperial.	Provincial and Local.						
£	Rx.	Rx.		Rx.	Rx.	£	Rx.	Rx.			
...	...	294,900	—15,800	218,100	79,300	...	...	297,400	—13,300	+2,500	
...	...	1,558,500	—10,900	527,600	1,053,600	...	...	1,581,200	+11,800	+22,700	
1,400	700	4,085,000	—59,100	106,100	4,102,000	900	400	4,209,400	+65,600	+124,700	
1,600	800	2,351,200	—305,000	2,653,900	...	2,200	1,100	2,657,200	+700	+305,700	
300	200	466,100	—53,500	491,200	45,200	600	300	537,300	+17,600	+71,100	
36,500	18,200	151,800	—3,900	—41,700	142,100	39,300	20,600	160,300	+2,200	+6,100	
...	...	243,000	—7,100	173,100	88,500	100	100	261,800	+11,600	+18,700	
...	...	55,700	+3,300	...	60,600	...	...	60,600	+8,200	+4,900	
100	100	215,300	—100	81,900	150,200	100	100	232,300	+16,900	+17,000	
...	...	33,100	+400	16,800	16,700	...	...	33,500	+800	+400	
9,400	4,700	1,010,200	—41,600	552,800	503,900	7,200	3,800	1,067,700	+16,800	+58,400	
...	...	247,500	—3,800	127,600	127,300	...	...	254,900	+3,600	+7,400	
49,300	24,700	10,712,300	—497,100	4,907,400	6,369,400	50,400	26,400	11,353,600	+142,500	+639,600	
991,700	1,995,900	9,917,600	—140,500	3,226,000	723,500	4,022,600	2,107,000	10,079,100	—90,100	+50,400	
185,800	593,000	6,046,300	+54,100	4,454,500	...	1,178,500	617,300	6,250,300	—125,600	—179,700	
...	...	1,313,600	+900	782,800	563,100	...	...	1,345,000	—31,400	—32,300	
805,900	1,402,900	2,557,700	—85,500	—2,011,300	160,400	2,844,100	1,489,700	2,482,900	—247,100	—161,600	
100	100	519,100	—1,200	526,900	4,200	100	100	531,300	+11,000	+12,200	
806,000	1,403,000	3,076,800	—86,700	—1,484,400	164,600	2,844,200	1,489,800	3,014,200	—236,100	—149,400	
110,000	55,000	1,731,100	—37,400	1,515,200	131,700	94,700	49,600	1,791,200	+28,100	+65,500	
169,900	84,900	1,044,800	—26,900	850,300	...	181,900	95,300	1,127,500	+45,400	+72,300	
3,500	1,800	115,000	+49,000	63,700	...	1,300	700	65,700	+800	—48,200	
283,400	141,700	2,890,900	—15,300	2,429,200	131,700	277,900	145,600	2,984,400	+74,300	+89,600	
253,300	126,700	1,960,900	+11,200	637,100	942,100	253,300	132,700	1,965,200	+9,500	—1,700	
1,300	600	3,076,800	—43,400	27,400	3,127,600	400	200	3,155,600	+35,800	+79,200	
...	...	1,028,800	—46,200	148,100	935,800	...	...	1,083,900	+8,900	+55,100	
800	400	4,175,200	—26,400	64,900	4,238,100	600	300	4,303,900	+102,400	+128,800	
215,500	107,800	654,800	—4,000	158,200	193,000	226,500	118,700	696,400	+26,700	+30,700	
1,900	900	1,592,500	—59,900	18,900	1,654,300	1,500	800	1,675,500	+23,200	+83,100	
800	400	171,700	—16,700	185,200	...	400	200	185,800	—2,400	+14,300	
10,700	5,300	1,558,900	+331,800	248,000	1,430,100	10,300	5,400	1,693,800	+466,600	+134,800	
24,100	12,100	932,200	—81,600	908,200	72,100	23,700	12,400	1,016,400	+2,300	+83,900	
22,700	11,300	564,100	—10,600	332,700	232,900	26,900	14,100	606,600	+29,100	+39,700	
531,100	265,500	15,715,900	+54,200	2,728,700	12,826,000	543,600	284,800	16,383,100	+702,100	+647,900	
11,400	5,700	436,500	+7,200	410,300	...	11,400	6,000	427,700	—1,900	—9,100	
262,300	131,100	395,100	+37,300	700	...	226,000	118,400	345,100	...	—37,300	
194,000	972,000	3,984,200	+14,200	78,600	1,014,600	1,969,000	1,031,400	4,093,600	+64,200	+50,000	
48,500	24,200	708,300	+21,400	111,700	535,000	49,300	25,800	721,800	+33,300	+11,900	
24,700	12,400	250,100	+21,000	33,200	180,700	27,200	14,200	255,300	+24,400	+3,400	
290,900	1,145,400	5,774,200	+101,100	634,500	1,730,300	2,282,900	1,195,800	5,843,500	+120,000	+18,900	
...	...	44,600	—40,500	200	5,500	...	...	5,700	—79,400	—38,900	
...	...	695,400	+27,100	490,000	...	...	...	490,000	—178,300	—205,400	
...	...	13,500	—6,500	30,000	...	...	...	30,000	+10,000	+16,500	
...	...	422,600	+96,800	603,900	...	...	...	603,900	+278,100	+181,300	
...	...	1,176,100	+76,900	1,124,100	5,500	...	...	1,129,600	+30,400	—46,500	
960,700	2,080,300	39,346,200	—366,900	10,339,500	21,227,500	5,999,000	3,142,400	40,708,400	+833,200	+1,209,100	

## BUDGET ESTIMATE, 1899-1900.

India.	England.	Exchange.	TOTAL.
Rs.	Rs.	Rs.	Rs.
1,084,400	939,600	502,600	5,746,600
139,100	218,900	114,700	500,700
145,300	1,178,200	617,300	6,250,300

†† The following further sums, which are included under XXVI and 38. - State Railways, are chargeable to the grant for Famine Relief and Insurance as representing the net charge on the Revenues on account of Protective Railways constructed through the agency of Companies:-

	Accounts, 1897-98.	Revised Estimate, 1898-99.	Budget Estimate, 1899-1900.
Indian Midland Railway	152,381	120,200	135,100
Bengal-Nagpur Railway	205,287	195,700	234,300
TOTAL, Rs.	352,948	323,900	375,400

## B.—STATEMENT of the EXPENDITURE chargeable on the

HEADS OF EXPENDITURE.	ACCOUNTS, 1897-98.					REVISED	
	INDIA.		England.	Exchange.* 15'3544.	TOTAL.	INDIA.	
	Imperial.	Provincial and Local.				Imperial.	Provincial and Local.
	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.
Brought forward . . . . .	13,380,585	21,308,250	5,942,770	3,346,491	43,978,096	9,737,100	20,668,100
37.—Construction of Railways (Charged against Revenue in addition to that under Famine Insurance) . . . . .	...	3,792	...	...	3,792	...	4,200
Railway Revenue Account—							
38.—State Railways : Working Expenses .	9,156,546	44,656	...	...	9,201,202	9,826,200	50,400
Interest on Debt . . . . .	3,591,278	...	971,045	546,815	5,509,138	4,135,100	...
Annuities in purchase of Railways . . . . .	...	...	1,712,419	964,296	2,676,715	...	...
Interest chargeable against Companies on Advances .	87,731	...	218,884	123,258	429,873	132,400	...
Interest on Capital deposit- ed by Companies . . . . .	16,584	...	784,779	441,925	1,243,288	16,100	...
39.—Guaranteed Companies : Surplus Pro- fits, Land and Su- pervision . . . . .	126,213	...	...	...	126,213	418,900	...
Interest . . . . .	8,899	...	2,154,784	1,213,401	3,377,084	10,900	...
40.—Subsidized Companies : Land, etc. .	103,577	10,183	...	...	113,760	138,900	10,200
41.—Miscellaneous Railway Expenditure .	15,475	754	...	...	16,229	64,600	—500
TOTAL . . . . .	13,506,303	55,593	5,841,911	3,289,695	22,693,502	14,743,100	60,100
Irrigation—							
42.—Major Works : Working Expenses .	506,267	385,852	...	...	892,119	537,400	393,600
Interest on Debt . . . . .	729,480	554,769	...	...	1,284,249	754,500	559,100
43.—Minor Works and Navigation . . .	294,522	671,449	1,117	629	967,717	286,500	687,100
TOTAL . . . . .	1,530,269	1,612,070	1,117	629	3,144,085	1,578,400	1,639,800
Buildings and Roads—							
44.—Military Works . . . . .	1,059,540	...	69,633	39,212	1,168,385	1,113,600	...
45.—Civil Works . . . . .	302,120	3,822,028	80,866	45,537	4,250,551	405,400	4,088,200
TOTAL . . . . .	1,361,660	3,822,028	150,499	84,749	5,418,936	1,519,000	4,088,200
Army Services—							
46.—Army : Effective . . . . .	15,592,162	...	1,804,263	1,016,016	18,412,441	15,595,900	...
Non-Effective . . . . .	922,385	...	2,414,845	1,359,847	4,697,077	945,600	...
Warlike operations . . . . .	3,847,992	...	25,119	14,145	3,887,256	1,023,700	...
TOTAL . . . . .	20,362,539	...	4,244,227	2,390,008	26,996,774	17,565,200	...
Special Defence Works—							
47.—Special Defence Works . . . . .	—4,020	...	17,739	9,989	23,708	100	...
TOTAL EXPENDITURE, IMPERIAL AND PROVINCIAL . . . . .	50,137,336	26,801,733	16,198,263	9,121,561	102,258,893	45,142,900	26,460,400
Add—Special Grants to Provincial Govern- ments . . . . .	...	...	...	...	...	...	700,000
Do.—Portion of Allotments to Provincial Governments not spent by them in the year . . . . .	...	203,232	...	...	...	...	719,900
Deduct—Portion of Provincial Expenditure defrayed from Provincial balances .	...	660,910	...	...	457,678	...	2,000
Total Expenditure charged against Revenue . . . . .	50,137,336	26,344,055	16,198,263	9,121,561	101,801,215	45,142,900	27,878,300
ACCOUNTS, 1897-98.							
Expenditure not charged to Revenue—				India.	England.	Exchange.	Total.
Capital Outlay, Railways and Irrigation Works—				Rx.	£	Rx.	Rx.
48.—State Railways . . . . .				2,367,425	809,010	455,570	3,632,000
49.—Irrigation Works . . . . .				682,157	6,573	3,701	692,431
50.—Miscellaneous Public Improvements . . . . .				4,105	...	...	4,105
TOTAL . . . . .				3,053,687	815,583	459,271	4,328,541

\* See foot-note to Statement A.



## Revenues of India, in India and in England—continued.

ESTIMATE, 1898-99.			Increase + Decrease— of Budget, as compared with Budget Estimates, 1898-99. (Excluding Exchange.)	BUDGET ESTIMATE, 1899-1900.					Increase + Decrease— of Budget, 1899-1900, as compared with Budget Estimates, 1898-99. (Excluding Exchange.)	Increase + Decrease—of Budget, 1899-1900, as compared with Revised Estimates, 1898-99. (Excluding Exchange.)
England.	Exchange* 16d.	TOTAL.		INDIA.		England.	Exchange* 15½d.	TOTAL.		
				Imperial.	Provincial and Local.					
£	Rx.	Rx.		Rx.	Rx.	£	Rx.	Rx.		
5,960,700	2,980,300	39,346,200	—366,500	10,339,500	21,227,500	5,999,000	3,142,400	40,708,400	+ 833,200	+ 1,200,100
...	...	4,200	—1,600	...	3,600	...	...	3,600	—2,200	—600
...	...	9,876,600	+ 106,100	10,005,000	42,000	...	...	10,047,000	+ 276,500	+ 170,400
966,900	483,500	5,585,500	—52,600	4,284,400	...	959,600	502,600	5,746,600	+ 89,400	+ 242,000
1,714,000	857,000	2,571,000	—1,800	...	...	1,719,200	900,500	2,619,700	+ 3,400	+ 5,200
218,900	109,500	460,800	—1,500	170,100	...	218,900	114,700	503,700	+ 36,200	+ 37,700
811,900	405,900	1,233,900	...	17,300	...	853,500	447,100	1,317,900	+ 42,800	+ 42,800
...	...	418,900	+ 106,100	563,500	...	...	...	563,500	+ 250,700	+ 144,600
2,162,500	1,081,200	3,254,600	—6,900	8,200	...	2,185,300	1,144,700	3,338,200	+ 13,200	+ 20,100
...	...	149,100	—81,200	114,700	10,200	...	...	124,900	—105,400	—24,200
...	...	64,100	—15,900	80,000	...	...	...	80,000	...	+ 15,900
5,874,200	2,937,100	23,614,500	+ 52,300	15,243,200	52,200	5,936,500	3,109,600	24,341,500	+ 606,800	+ 554,500
...	...	931,000	+ 12,400	560,000	398,100	...	...	958,100	+ 39,500	+ 27,100
...	...	1,313,600	—900	782,800	563,100	...	...	1,345,900	+ 31,400	+ 32,300
2,600	1,300	977,500	—3,200	314,400	715,500	600	300	1,030,800	+ 51,100	+ 54,300
2,600	1,300	3,222,100	+ 8,300	1,657,200	1,676,700	600	300	3,334,800	+ 122,000	+ 113,700
56,000	28,000	1,197,600	+ 2,200	1,299,600	...	14,900	7,800	1,322,300	+ 147,100	+ 144,900
100,600	50,300	4,644,500	—194,000	385,900	4,964,900	87,500	45,800	5,484,100	+ 650,100	+ 844,100
156,600	78,300	5,842,100	—191,800	1,685,500	4,964,900	102,400	53,600	6,806,400	+ 797,200	+ 989,000
1,879,900	940,000	18,415,800	—147,800	15,960,800	...	1,991,000	1,042,900	18,994,700	+ 328,200	+ 476,000
2,426,700	1,213,300	4,585,600	—61,000	912,600	...	2,496,800	1,307,800	4,717,200	—23,900	+ 37,100
17,500	8,700	1,049,900	—455,000	38,900	...	5,300	2,800	47,000	—1,452,000	—997,000
4,324,100	2,162,000	24,051,300	—663,800	16,912,300	...	4,493,100	2,353,500	23,758,900	—1,147,700	—483,900
5,500	2,800	8,400	+ 5,600	...	...	...	...	...	...	—5,600
3,323,700	8,161,800	96,088,800	—1,157,900	45,837,700	27,924,900	16,531,600	8,659,400	98,953,600	+ 1,209,300	+ 2,367,200
...	...	700,000	+ 700,000	...	...	...	...	...	...	—700,000
...	...	717,900	+ 834,700	{	...	...	...	924,700	—807,900	—1,642,600
...	...		...		924,700	...				
3,323,700	8,161,800	97,506,700	+ 376,800	45,837,700	27,000,200	16,531,600	8,659,400	98,028,900	+ 401,400	+ 24,600
Deduct—Decrease on account of Exchange, Rx.			—1,064,100					Add—Increase (+) or Deduct—Decrease (—) on account of Exchange, Rx.	—566,500	+ 497,600
TOTAL INCLUDING EXCHANGE, Rx.			—687,300					TOTAL INCLUDING EXCHANGE, Rx.	—165,100	+ 522,200
REVISED ESTIMATE, 1898-99.				BUDGET ESTIMATE, 1899-1900.						
India.	England.	Exchange.	Total.	India.	England.	Exchange.	Total.			
Rx.	£	Rx.	Rx.	Rx.	£	Rx.	Rx.			
1,700,200	788,000	394,000	2,882,200	2,427,300	681,000	356,700	3,465,000			
687,600	3,100	1,500	692,200	848,300	1,100	600	850,000			
—4,100	...	...	—4,100	...	...	...	...			
3,383,700	791,100	395,500	3,570,300	3,275,600	682,100	357,300	4,315,000			

\* See foot-note to Statement A.

## C.—Statement of Receipts and Disbursements

	ACCOUNTS, 1897-98.			REVISED ESTIMATE, 1898-99.			BUDGET ESTIMATE, 1899-1900.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£		Rx.	£		Rx.	£	
Revenue (from Statement A) . . . . .	96,139,287	193,662	96,332,949	101,217,400	232,500	101,449,900	101,645,900	207,100	101,853,000
Exchange added to Revenue . . . . .	109,055	...	109,055	116,200	...	116,200	108,500	...	108,500
TOTAL . . . . .	96,248,342	193,662	96,442,004	101,333,600	232,500	101,566,100	101,754,400	207,100	101,961,500
Permanent Debt incurred—									
Sterling Debt—									
India 2½ p. c. Stock . . . . .	...	3,500,000		...	5,297,700		...	...	
Rupee Debt—									
3½ p. c. Rupee Loan . . . . .	3,000,120	...		1,200,000	...		...	...	
TOTAL . . . . .	3,000,120	3,500,000	6,500,120	1,200,000	5,297,700	6,497,700	...	...	...
NET . . . . .			6,077,779			2,867,600			0
Temporary Debt incurred—									
Temporary Loans . . . . .	...	6,000,000	6,000,000	...	4,500,000	4,500,000	...	4,500,000	4,500,000
NET . . . . .			5,000,000			0			0
Unfunded Debt—									
Treasury Notes . . . . .	200	...		...	...		...	...	
Deposits of Service Funds . . . . .	142,309	...		143,200	...		144,800	...	
Savings Bank Deposits . . . . .	3,867,850	...		3,956,200	...		4,065,500	...	
TOTAL . . . . .	4,010,359	...	4,010,359	4,099,400	...	4,099,400	4,210,300	...	4,210,300
NET . . . . .			0			291,600			521,900
Deposits and Advances—									
Balances of Provincial Allotments . . . . .	203,232	...		1,419,900	...		...	...	
Appropriation for reduction of Debt . . . . .	...	...		422,600	...		603,900	...	
Excluded Local Funds . . . . .	851,848	...		804,700	...		803,400	...	
Railway Funds . . . . .	46,179	...		71,000	...		52,100	...	
Deposits of Sinking Funds . . . . .	12,500	...		13,100	...		13,700	...	
Departmental and Judicial Deposits . . . . .	22,472,638	...		19,972,200	...		20,198,100	...	
Advances . . . . .	8,057,183	2,097		10,033,800	200		3,517,100	...	
Suspense Accounts . . . . .	212,810	...		78,300	...		22,200	...	
Exchange on Remittance Accounts, net . . . . .	4,655,176	...		...	...		418,400	...	
Miscellaneous . . . . .	133,308	150		...	...		...	...	
TOTAL . . . . .	37,254,874	2,247	37,257,121	32,815,600	200	32,815,800	25,628,900	...	25,628,900
NET . . . . .			2,944,650			869,900			0
Carried over . . . . .	140,513,695	9,695,909		139,448,600	10,030,400		131,593,600	4,707,100	



*of the Government of India, in India and in England.*

	ACCOUNTS, 1897-98.			REVISED ESTIMATE, 1898-99.			BUDGET ESTIMATE, 1899-1900.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£		Rx.	£		Rx.	£	
Expenditure, Imperial and Provincial (from Statement B) . . .	76,939,069	16,198,263	93,137,332	71,603,300	16,323,700	87,927,000	73,762,600	16,531,600	90,294,200
Exchange, charged as Expenditure . . .	9,121,561	...	9,121,561	8,161,800	...	8,161,800	8,659,400	...	8,659,400
Add—Provincial Surpluses, transferred to "Deposits" . . .	203,232	...	203,232	1,419,900	...	1,419,900	...	...	...
Deduct—Provincial Deficits, charged against "Deposits" . . .	660,910	...	660,910	2,000	...	2,000	924,700	...	924,700
TOTAL . . .	85,602,932	16,198,263	101,801,215	81,183,000	16,323,700	97,506,700	81,497,300	16,531,600	98,028,900
Expenditure not charged to Revenue—									
Capital outlay on Railways and Irrigation Works . . .	3,053,687	815,583		2,383,700	791,100		3,275,600	682,100	
Exchange on Expenditure not charged to Revenue . . .	459,271	...		395,500	...		357,300	...	
TOTAL . . .	3,512,958	815,583	4,328,541	2,779,200	791,100	3,570,300	3,632,900	682,100	4,315,000
Permanent Debt discharged—									
Sterling Debt—									
India 4 p. c. Stock . . .	...	2,802		...	200		...	...	
India 3½ p. c. Debentures . . .	...	...		...	3,000,000		...	...	
Oude and Rohilkund Railway Debenture Stock . . .	...	...		...	384,700		...	...	
Rupia Debt—									
5½ p. c. Loans . . .	...	...		100	...		...	...	
5 p. c. Loans . . .	...	...		17,000	...		...	...	
4½ p. c. Loans . . .	7,950	...		4,000	...		4,000	...	
4 p. c. Loans . . .	219,203	...		167,500	...		160,000	...	
3½ p. c. Loans . . .	192,210	...		56,000	...		26,000	...	
Treasury Bills . . .	...	...		600	...		...	...	
Stock Notes . . .	176	...		...	...		...	...	
TOTAL . . .	419,539	2,802	422,341	245,200	3,384,900	3,630,100	190,000	...	190,000
NET . . .			0			0			190,000
Temporary Debt discharged—									
Temporary Loans . . .	...	1,000,000	1,000,000	...	6,000,000	6,000,000	...	4,500,000	4,500,000
NET . . .			0			1,500,000			0
Unfunded Debt—									
Special Loans . . .	12,139	...		...	...		...	...	
Deposits of Service Funds . . .	113,608	...		113,700	...		113,300	...	
Savings Bank Deposits . . .	4,192,798	...		3,694,100	...		3,575,100	...	
TOTAL . . .	4,318,545	...	4,318,545	3,807,800	...	3,807,800	3,688,400	...	3,688,400
NET . . .			308,186			0			0
Deposits and Advances—									
Balances of Provincial Allotments . . .	660,910	...		2,000	...		924,700	...	
Excluded Local Funds . . .	852,089	...		787,400	...		773,200	...	
Railway Funds . . .	61,162	...		74,200	...		51,500	...	
Departmental and Judicial Deposits . . .	22,331,279	...		19,846,600	...		20,239,500	...	
Advances . . .	9,506,048	938		9,904,900	...		3,410,800	...	
Suspense Accounts . . .	200,408	...		39,100	...		17,000	...	
Exchange on Remittance Accounts, net . . .	...	...		956,500	...		...	...	
Miscellaneous . . .	698,648	979		335,200	...		336,800	...	
TOTAL . . .	34,310,544	1,917	34,312,461	31,945,900	...	31,945,900	25,753,500	...	25,753,500
NET . . .			0			0			124,600
Carried over . . .	128,164,538	18,018,565		119,961,100	26,499,700		114,762,100	21,713,700	

## C.—Statement of Receipts and Disbursements

	ACCOUNTS, 1897-98.			REVISED ESTIMATE, 1898-99.			BUDGET ESTIMATE, 1899-1900.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£		Rx.	£		Rx.	£	
Brought forward	140,513,695	9,695,909		139,448,600	10,030,400		131,593,600	4,707,100	
Loans and Advances by Imperial Government	100,109	...	100,109	140,800	...	140,800	116,100	...	116,100
NET			44,963			40,000			0
Loans and Advances by Provincial Governments	858,044	...	858,044	893,400	...	893,400	624,700	...	624,700
NET			0			222,500			0
Capital Receipts from Railway Companies— On account of Subscribed Capital Repayments	660,654 1,423,847	1,190,500 4,061		1,077,800 1,577,700	1,988,600 43,200		525,600 1,356,700	2,718,600 3,000	
TOTAL	2,084,501	1,194,561	3,279,062	2,655,500	2,031,800	4,687,300	1,882,300	2,721,600	4,603,900
NET			0			0			0
Remittances— Inland Money Orders	25,714,421	...		26,830,000	...		28,000,000	...	
Other Local Remittances	...	...		739,100	...		751,900	...	
Other Departmental Accounts	423,844	...		780,200	...		488,000	...	
Net Receipts by Civil Treasuries from— Post Office	...	...		216,500	...		373,400	...	
Telegraph	140,445	...		37,000	...		11,300	...	
Guaranteed Railways	2,559,191	...		3,583,000	...		3,115,300	...	
Public Works	...	...		1,904,900	...		937,000	...	
Net Receipts from Civil Treasuries by— Post Office	357,579	...		...	...		...	...	
Marine	221,307	...		205,300	...		239,300	...	
Military	18,562,120	...		16,114,900	...		15,422,400	...	
Public Works	794,622	...		...	...		...	...	
Remittance Account between England and India— Railway transactions	891,936	595,731		939,300	1,002,000		1,238,000	502,000	
Other	1,053,186	213,193		488,500	230,900		421,100	166,800	
TOTAL	50,718,651	808,929	51,527,580	51,858,700	1,232,900	53,091,600	50,997,700	668,800	51,666,500
NET			0			745,200			0
Secretary of State's Bills drawn	...	9,506,077	9,506,077	...	19,000,000	19,000,000	...	17,000,000	17,000,000
TOTAL RECEIPTS	194,275,000	21,205,476		194,997,000	32,295,100		185,214,400	25,097,500	
Opening Balance	13,873,752	2,832,354		15,982,443	2,534,244		17,072,043	4,304,444	
GRAND TOTAL	208,148,752	24,037,830		210,979,443	34,829,344		202,286,443	29,401,944	

FORT WILLIAM,  
FINANCE AND COMMERCE DEPARTMENT;  
The 20th March 1899.

W. H. DOBBIE,  
Deputy Comptroller General



## of the Government of India, in India and in England—continued.

	ACCOUNTS, 1897-98.			REVISED ESTIMATE, 1898-99.			BUDGET ESTIMATE, 1899-1900.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
Brought forward	Rx. 128,164,538	£ 18,018,565		Rx. 119,961,100	£ 26,499,700		Rx. 114,762,100	£ 21,713,700	
Loans and Advances by Imperial Government	55,146	...	55,146	100,800	...	100,800	127,900		127,900
NET			0			0			11,800
Loans and Advances by Provincial Governments	1,411,593	...	1,411,593	670,900	...	670,900	861,700	...	861,700
NET			553,549			0			237,000
Payments to Railway Companies on Capital Account—									
For discharge of Debentures	...	24,123		...	805,500		...	1,248,600	
For Expenditure	3,146,849	1,514,927		3,528,800	1,823,900		2,663,600	1,948,700	
TOTAL	3,146,849	1,539,050	4,685,899	3,528,800	2,629,400	6,158,200	2,663,600	3,197,300	5,860,900
NET			1,406,837			1,470,900			1,257,000
Remittances—									
Inland Money Orders	25,714,510	...		26,850,000	...		28,000,000	...	
Other Local Remittances	244,503	...		739,100	...		751,900	...	
Other Departmental Accounts	429,615	...		780,200	...		488,000	...	
At Payments into Civil Treasuries by—									
Post Office	...	...		216,500	...		373,400	...	
Telegraph	...	...		37,000	...		11,300	...	
Guaranteed Railways	140,485	...		3,523,000	...		3,115,300	...	
Public Works	2,559,191	...		1,224,900	...		937,000	...	
At Issues from Civil Treasuries to—									
Post Office	357,579	...		...	...		...	...	
Marine	224,333	...		205,300	...		239,300	...	
Military	18,562,120	...		16,114,900	...		15,422,400	...	
Public Works	864,260	...		...	...		...	...	
Remittance Account between England and India—									
Railway transactions	592,497	895,170		1,002,000	939,300		502,000	1,238,000	
Other	226,345	1,050,801		257,700	456,500		199,000	435,000	
TOTAL	49,915,438	1,945,971	51,861,409	50,950,600	1,395,800	52,346,400	50,039,600	1,673,600	51,713,200
NET	...	...	333,829			0			46,700
Secretary of State's Bills paid	9,472,745	...	9,472,745	18,695,200	...	18,695,200	17,152,100	...	17,152,100
TOTAL DISBURSEMENTS	192,166,309	21,503,586		193,907,400	30,524,900		185,607,000	26,584,600	
Closing Balance	15,982,443	2,534,244		17,072,043	4,304,444		16,679,443	2,812,344	
GRAND TOTAL	208,148,752	24,037,830		210,979,443	34,829,344		202,286,443	29,401,944	

A. F. COX,  
Comptroller General.

H. H. RISLEY,  
Offg. Secretary to the Government of India.

*D.—Account of Provincial and Local Savings charged to Revenue, as held at the disposal of Provincial Governments under their Provincial Settlements.*

**Provincial and Local Balances.**

NOTE.—These balances do not include the Balances of Deposits and Advances upon Local Fund Accounts.

	India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
<b>Accounts, 1897-98.</b>										
Balance at end of 1896-97	12,735	46,726	413,744	128,319	569,652	60,638	200,886	616,069	523,347	2,572,111
Added in 1897-98 . . .	...	...	177,510	...	...	25,722	...	...	...	203,232
Spent in 1897-98 . . .	1,407	10,885	...	39,637	279,146	...	2,111	170,433	157,291	660,503
Balance at end of 1897-98 .	11,328	35,841	591,254	88,682	290,506	86,360	198,775	445,636	366,056	2,114,440
<b>Revised Estimate, 1898-99.</b>										
Balance at end of 1897-98 (by Accounts).	11,328	35,841	591,254	88,682	290,506	86,360	198,775	445,636	366,056	2,114,440
Added in 1898-99 . . .	...	44,800	279,600	63,100	284,400	378,500	126,700	146,100	96,700	1,419,900
Spent in 1898-99 . . .	2,000	...	...	...	...	...	...	...	...	2,000
Balance at end of 1898-99 .	9,328	80,641	870,854	151,782	574,906	464,860	325,475	591,736	462,756	3,534,340
<b>Budget Estimate, 1899-1900.</b>										
Balance at end of 1898-99 (by Revised Estimate).	9,328	80,641	870,854	151,782	574,906	464,860	325,475	591,736	462,756	3,534,340
Spent in 1899-1900 . . .	900	23,900	126,800	117,200	145,700	80,000	66,100	196,300	167,800	924,700
Balance at end of 1899-1900	8,428	56,741	744,054	34,582	429,206	384,860	259,375	395,436	294,956	2,609,640

W. H. DOBBIE,  
Deputy Comptroller General.

A. F. COX,  
Comptroller General.

H. H. RISLEY,  
Offg. Secretary to the Government of India.

FORT WILLIAM,  
FINANCE AND COMMERCE DEPARTMENT;  
The 20th March 1899.



# E.—Statement of Net Revenue and Expenditure—India and England. Part I.—Income.

REVENUE.	Accounts, 1897-98.		Revised Estimate, 1898-99.		Budget Estimate, 1899-1900.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Land Revenue, etc.:						
1. Land Revenue . . . . .	25,620,285		27,627,600		27,590,300	
2. Forest . . . . .	1,735,027		1,834,600		1,787,500	
3. Tributes from Native States . . . . .	883,629		939,700		937,500	
Deduct,—	28,241,941		30,401,900		30,315,300	
Assignments . . . . .	1,117,466		1,125,600		1,148,300	
NET . . . . .	—	27,127,475	—	29,276,300	—	29,167,000
Opium, Net Receipts . . . . .	2,788,744		3,326,500		3,344,500	
Deduct,—						
Assignments . . . . .	5,099		5,100		5,100	
NET . . . . .	—	2,783,645	—	3,321,400	—	3,339,400
Taxation:						
1. Salt . . . . .	8,565,524		9,008,900		8,723,600	
2. Stamps . . . . .	4,783,877		4,784,500		4,841,800	
3. Excise . . . . .	5,458,441		5,701,600		5,752,500	
4. Provincial Rates . . . . .	3,717,560		3,946,000		3,946,400	
5. Customs . . . . .	4,555,073		4,803,200		4,541,500	
6. Assessed Taxes . . . . .	1,881,233		1,917,900		1,930,500	
7. Registration . . . . .	485,419		452,600		460,500	
Deduct,—	29,417,127		30,614,700		30,202,800	
Assignments . . . . .	419,183		427,800		427,800	
NET . . . . .	—	29,027,944	—	30,186,900	—	29,775,000
Miscellaneous Receipts (i.e., Mint, Gain by Exchange and Miscellaneous) . . . . .	—	376,245	—	292,000	—	195,600
		59,315,309		63,076,600		62,477,000
Excess of Expenditure over Income . . . . .	—	5,359,211	—	—	—	—
		64,674,520		63,076,600		62,477,000

## Part II.—Expenditure.

CHARGES.	Accounts, 1897-98.		Revised Estimate, 1898-99.		Budget Estimate, 1899-1900.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Debt Services . . . . .	—	2,600,019	—	2,106,700	—	2,085,300
Military Services:						
1. Army . . . . .	26,114,910		23,126,500		22,839,600	
2. Military Works . . . . .	1,115,824		1,143,400		1,271,400	
3. Special Defence Works . . . . .	23,708		8,400		—	
TOTAL . . . . .	—	27,254,442	—	24,278,300	—	24,111,000
Collection of Revenue:						
1. Land Revenue, including District Administration . . . . .	4,187,601		4,085,000		4,209,400	
2. Forest . . . . .	1,001,689		1,010,200		1,007,700	
3. Other Heads . . . . .	1,412,314		1,412,500		1,540,700	
TOTAL . . . . .	—	6,601,604	—	6,507,700	—	6,817,800
Commercial Services:						
Net Expenditure—						
Railway . . . . .	1,432,616		878,100		880,600	
Telegraph . . . . .	—		—		26,100	
	1,432,616		878,100		906,700	
Deduct—Net Receipts—						
Irrigation . . . . .	425,779		239,600		116,300	
Post Office . . . . .	149,689		165,100		112,100	
Telegraph . . . . .	257,836		36,900		—	
	833,304		441,600		228,400	
NET . . . . .	—	599,312	—	436,500	—	678,300
Civil Services:						
1. Civil Departments . . . . .	14,016,036		13,967,500		14,607,600	
2. Miscellaneous Civil Charges . . . . .	5,058,579		5,120,000		5,189,800	
3. Famine Relief and Insurance . . . . .	5,303,125		1,176,100		1,129,600	
4. Construction of Railways (charged against Revenue in addition to that under Famine Insurance) . . . . .	3,792		4,200		3,600	
5. Civil Works . . . . .	3,635,289		4,002,300		4,846,100	
Add or Deduct,—	28,076,821		24,270,100		25,776,700	
Provincial Surplus or Deficit . . . . .	457,678		1,417,900		924,700	
TOTAL . . . . .	—	27,619,143	—	25,688,000	—	24,852,800
Excess of Income over Expenditure . . . . .		64,674,520		59,017,200		58,544,400
		—		4,059,400		3,937,600
		64,674,520		63,076,600		62,477,000

W. H. DOBBIE,  
Deputy Comptroller General.  
FORT WILLIAM,  
FINANCE AND COMMERCE DEPARTMENT;  
The 20th March 1899.

A. F. COX,  
Comptroller General.

H. H. RISLEY,  
Offg. Secretary to the Government of India.

## Memorandum by the Honourable Major-General Sir Edwin Collen, K.C.I.E., on Military Expenditure.

The estimates with which the Military and Marine Department of the Government of India is concerned, are—

- I—Indian Military Estimates.
- II—Home (India) Military Estimates.
- III—Military Works Estimates.
- IV—Marine Estimates.

2. They will be dealt with in this memorandum in the order given above.

### I.—Indian Military Estimates.

#### *Revised Estimates, 1898-99.*

3. The revised Indian Military Estimates for 1898-99, compared with the budget for the year, show a net saving of Rx. 520,800 caused by an increase in receipts of Rx. 2,200 and a decrease in expenditure of Rx. 518,600.

Comparison—  
Revised for 1898-99,  
and  
Budget for 1898-99.

4. The more important causes which have led to the decrease in expenditure are as under :—

(a) There is a decrease of Rx. 344,300 on account of military operations and an increase of Rx. 53,200 on account of special services, thus giving a net decrease of Rx. 291,100 on account of military operations and special services. The decrease on account of military operations is mainly due to the large expenditure on account of field operations on the North-West Frontier, which was anticipated when the budget was framed, not having been incurred, owing to the cessation of those operations earlier than was expected, and also to various changes in the strength and organisation of the forces which were mobilised. On the other hand, the increase on account of special services is chiefly caused by the augmented garrisons in the Malakand and Tochi Valley not having been reduced on as early a date as was anticipated.

(b) Another cause of decrease, amounting to Rx. 65,000, was the fall in the prices of food supplies for men and animals.

(c) There was also a decrease of Rx. 41,200 on account of exchange compensation allowance, owing to exchange having been favourable during the year.

(d) Again, savings accrued owing to the authorised strength of British infantry being short by one battalion for a part of the year (Rx. 36,700); to the employment of the 1st Bengal Infantry at Mauritius, and to the retention for service in East Africa of the 27th Bombay Infantry and the head-quarters wing of the 4th



Bombay Rifles for longer periods than were anticipated. The Military Estimates were relieved of expenditure on account of the two latter items to the extent of Rx. 18,000 and Rx. 15,400, respectively, the charges having been borne by Her Majesty's Imperial Government. The Military Estimates were further relieved of expenditure to the extent of Rx. 24,100 on account of the pay and allowances of officers whose services were placed at the disposal of the Civil Department for plague duty.

- (e) A lapse of Rx. 20,000 has also occurred in the budget for 1898-99, as the orders of the Secretary of State on the question of increasing the establishment of Commissariat-Transport officers could not be given effect to in that year.
- (f) In addition to the foregoing, the following are the chief causes which contributed towards reducing expenditure :—
  - (i) Under Grant 1 (*Army and Garrison Staff*) there are savings amounting to Rx. 14,500 owing chiefly to absence of officers on furlough.
  - (ii) Under Grant 3 (*Regimental Pay, Allowances and Charges*) there are savings to the extent of Rx. 29,000, owing to fluctuations in the strength of the troops.
  - (iii) Under Grant 4 (*Commissariat Establishments, Supplies and Services*) the savings aggregate Rx. 28,500, and are due to smaller purchases of malt-liquor owing to decreased consumption (Rx. 14,000); and to less expenditure on other accounts.
  - (iv) Under Grant 10 (*Ordnance Establishments, Stores and Camp Equipage*) the savings aggregate Rx. 20,000 owing chiefly to fluctuations in establishments and smaller purchases of camp equipage and other stores.

5. The total decrease in expenditure was, however, to some extent counterbalanced by certain increases, the more important of which are the following :—

- (a) Special bounties and advances of deferred pay were paid to a limited number of men of certain British regiments serving in India, to induce them to extend their service with the colours. This causes an increase to the extent of Rx. 31,900.
- (b) Judging from the experience of the first nine months there will be larger expenditure to the extent of Rx. 15,000 on account of the ordinary conveyance of troops and stores.
- (c) Owing to the existence of plague in India, it has been found necessary to give additional grants-in-aid, to certain cantonments in the Bombay Command, to meet expenditure on plague operations.
- (d) Under Grant 9 (*Medical Establishments, Supplies and Services*) there is larger expenditure to the extent of Rx. 10,000 chiefly in the purchase of medical supplies.

*Estimates, 1899-1900.*

6. The estimates for 1899-1900, in the net, amount to Rx. 16,095,700, or Rx. 1,155,100 less than the budget for 1898-99. This is due to a decrease in receipts of Rx. 16,400 and in expenditure of Rx. 1,171,500.
- Comparison—  
Budget for 1898-99,  
and  
Estimate for 1899-1900.

7. In comparing the estimates of next year with the budget for the current year, it will be found that the decrease in *receipts* is mainly due to less issues on payment of commissariat supplies being anticipated than in the current year owing to the cessation of field operations.

8. The decrease in *expenditure* is accounted for as follows:—

- (a) A saving of Rx. 1,176,500 occurs in the provision for military operations and special services.
- (b) In consequence of the higher rates of exchange adopted for the estimates of 1899-1900, a saving of Rx. 120,000 is anticipated in the pay of British troops and of Rx. 20,800 in exchange compensation allowance.
- (c) A saving, amounting to Rx. 60,000, is due to an anticipated fall in the prices of food supplies for men and animals as compared with the prices adopted for the current year's budget.
- (d) Again, savings to the extent of Rx. 21,200 will accrue owing to the cost of the 1st Bengal Infantry while stationed at Mauritius being borne by Her Majesty's Government.
- (e) Another cause of saving, resulting directly from the cessation of field operations, is that the provision for expenditure on account of non-effective services is reduced by Rx. 22,500 as regards extra pensionary allowances, and by Rx. 14,500 for war medals.
- (f) In addition to the foregoing, the following reductions in expenditure are anticipated:—
  - (i) Under Grant 3 (*Regimental Pay, Allowances and Charges*) savings to the extent of Rx. 45,000 are anticipated owing to probable fluctuations in strength and other causes.
  - (ii) Under Grant 4 (*Commissariat Establishments, Supplies and Services*) savings, amounting to Rx. 32,800, are expected, owing to (1) smaller purchases of malt-liquor (Rx. 12,800); (2) to the special grant (Rx. 10,000) made in the preceding year for purchase of transport animals to complete the authorised complement of mobilisation animals not having been repeated; and (3) to smaller provision (Rx. 10,000) as against Rx. 20,000 in 1898-99 having been made for additional officers for the Commissariat-Transport Department.
  - (iii) Under Grant 6 (*Clothing Establishments, Supplies and Services*) reduced expenditure of about Rx. 17,400 is anticipated, owing to smaller purchases of certain articles being necessary.
  - (iv) Under Grant 10 (*Ordnance Establishments, Stores and Camp Equipage*) there will be savings, aggregating Rx. 10,300, due chiefly to anticipated variations in establishments, and also to a smaller provision having to be made for the conversion of the equipment of the batteries of the field army to that suitable for the 15-pounder projectiles.



9. The foregoing decreases in expenditure will, however, be partly counter-balanced by certain increases, of which the following are the more important:—

- (i) Increased provision to the extent of Rx. 114,600 has been made for messing allowance to the British Army. In this connection it may be mentioned that, as explained in my memorandum of last year, the details connected with the measures to be adopted in India, in furtherance of the improvements made in the position of the non-commissioned officers and men of the British Army in all parts of Her Majesty's dominions, were not settled when the budget for 1898-99 was closed; provision, therefore, was made therein for only Rx. 200,000. During the currency of that year the matter was, however, finally settled, and with the sanction of the Secretary of State certain measures were adopted in India with effect from the 1st June 1898. These measures involve the abolition of deferred pay, and the grant of a gratuity on discharge or transfer to the Army Reserve; also the grant of messing allowance of  $2\frac{1}{4}$  annas per diem in addition to usual pay and extra-duty pay, and the free issue of groceries, for which the soldier had up to that time been required to pay 9 pies per diem. I may mention that the soldiers who were in the service at the time these changes were introduced had the option of accepting them, or continuing under the arrangements they were intended to supersede. These considerations and the fact that expenditure for the whole, instead of a part, of a year has to be provided for, account for the increase in the provision for this allowance in the estimate of next year.
- (ii) Provision to the extent of Rx. 39,500 has been made for providing the mobilisation equipment of the additional corps (line of communications) included among the extra units of the field army; and of Rx. 37,600 for maintaining a reserve of compressed fodder to facilitate mobilisation requirements. A sum of Rx. 18,400 has also been provided for the supply of camel saddles for the 3rd and 4th Divisions and extra units of the field army.
- (iii) A sum of Rx. 20,700 has been provided for the re-establishment of Cantonment Hospitals.
- (iv) There will also be increased expenditure to the extent of Rx. 17,200 due to the raising of an additional Native mountain battery.
- (v) Increased provision, amounting to Rx. 16,800, has also been made on account of the ordinary movements of troops and stores, as it is anticipated that the reliefs next year will be heavier than they were this year.
- (vi) Larger provision to the extent of Rx. 14,000 has been made for camps of exercise.
- (vii) Another cause of increased expenditure, amounting to Rx. 13,800, is the return of the head-quarters wing of the 4th Bombay Rifles and the anticipated return from Mombassa early next year of the 27th Bombay Infantry, the cost of which during its absence from India has been borne by Her Majesty's Imperial Government.
- (viii) There will also be larger expenditure to the extent of Rx. 10,000 on account of medical supplies and services.

(ix) The expenditure side of the budget estimate for next year is also increased by reason of a smaller deduction in India to adjust excess provision in the Home Estimate—Rx. 48,300.

10. A statement is appended showing the net amounts under each of the 20 Grants for effective and non-effective services, and for military operations:—

				STRENGTH.			
				1899-1900.	1898-99.		
British Army				...	...	72,495	72,516
Native Army				...	...	143,021	143,533
Total				...	...	215,516	216,049

Grants.		NET ESTIMATES.		DIFFERENCE ON NET ESTIMATES.		Remarks.
		1899-1900.	1898-99.	Increase.	Decrease.	
<b>Effective Services.</b>						
		Rx.	Rx.	Rx.	Rx.	
1	Army and Garrison Staff	...	541,290	541,210	80	...
2	Administrative Staff	...	205,542	208,892	...	3,350
3	Regimental Pay, Allowances and Charges	...	8,098,142	8,392,856	...	294,714
4	Commissariat Establishments, Supplies and Services	...	3,382,430	3,166,013	216,417	...
5	Remount and Veterinary Establishments, Supplies and Services	...	344,411	336,909	7,502	...
6	Clothing Establishments, Supplies and Services	...	207,894	204,775	3,119	...
7	Barrack Establishments, Supplies and Services	...	243,808	229,950	13,858	...
8	Administration of Martial Law	...	42,905	43,189	...	284
9	Medical Establishments, Supplies and Services	...	743,078	712,231	30,847	...
10	Ordnance Establishments, Stores and Camp Equipage	...	709,373	656,359	53,014	...
11	Ecclesiastical	...	33,032	27,972	5,060	...
12	Education	...	46,926	47,291	...	365
13	Sea Transport Charges	...	57,222	56,267	955	...
14	Miscellaneous Services	...	368,847	212,086	156,761	...
15	Volunteer Corps	...	202,564	196,707	5,857	...
Total, Effective Services Rx.			15,227,464	15,032,707	493,470	298,713
<b>Non-Effective Services.</b>						
16	Rewards for Military Services	...	16,228	32,445	...	16,217
17	Military Pensions to Europeans	...	98,364	106,197	...	7,833
18	Military Pensions to Natives	...	709,304	727,373	...	18,069
19	Widows' Pensions and Compassionate Allowances	...	58,789*	54,952*	3,837	...
20	Departmental Pensions	...	64,225	62,130	2,095	...
Total, Non-Effective Services Rx.			829,332	873,193	—1,742	42,119
Military Operations Rx.			38,904	1,344,900†	...	1,305,996
Grand Total Rx.			16,095,700	17,250,800	491,728	1,646,828
				Net decrease Rx. ...		1,155,100

\* The bulk of subscriptions of officers to Indian Military Service Family Pensions is received in India, while most of the expenditure is incurred at home. The receipts in India, therefore, exceed the expenditure in India, and hence, as the figures in the above statement are *net*, there must be a minus entry.

† In my memorandum on military expenditure last year the heading "*Military Operations*" did not appear, although it did appear in the Financial Statement, the charges being included in my memorandum under Grant 14. The figure adopted above differs from that in the Financial Statement for last year, by reason of a change in classification involving a redistribution between ordinary charges and warlike operations.



## II.—Home (India) Military Estimates.

### *Revised Estimates, 1898-99.*

11. The second of the estimates with which the Military Department is concerned is the Home estimate for army effective and non-effective charges. The Home Budget Estimates for 1898-99 provided for a gross expenditure of £4,469,300, while in the Revised Estimates provision has been made to the extent of £4,324,100.

Comparison—  
Revised for 1898-99,  
and  
Budget for 1898-99.

12. The saving of £145,200 in the Revised, as compared with the Budget Estimate for 1898-99, is chiefly due to decrease in the payments for ordnance stores, owing, to a great extent, to the reduction of demands made by India. It is also due to reduced payments on account of the furlough allowances of officers of the Indian Service, and of the pay and pensions of non-effective and retired officers of the Indian Service. These decreases are, however, partly counter-balanced by larger payments having been made to the War Office in settlement of their claims for 1897-98 on account of the effective and non-effective service of the British forces serving in India, than were anticipated when the Budget Estimate was framed.

13. There is also an increase of £10,400 on account of receipts in the Revised, as compared with the Budget Estimates for 1898-99, due chiefly to larger receipts being anticipated on account of the Indian Troop Service, and in the value of articles in possession of regiments on their transfer from the Indian to the British establishment.

14. The net figures of the revised, therefore, show a saving of £155,600 on those of the Budget Estimate for 1898-99 due, as explained above, to a decrease in expenditure of £145,200 and an increase in receipts of £10,400.

### *Estimates, 1899-1900.*

Comparison—  
Budget for 1898-99,  
and  
Estimate for 1899-1900.

15. The receipts and expenditure for 1899-1900 are as follows :—

	Receipts.	Expenditure.	Net expenditure.
	£	£	£
Effective	51,900	1,996,300	1,944,400
Non-effective	15,500	2,496,800	2,481,300
Total	67,400	4,493,100	4,425,700

16. Compared with the budget for 1898-99, larger receipts to the extent of £18,100 are anticipated in 1899-1900, owing to the same causes as those which have led to the figures on account of receipts being increased in the Revised Estimate for 1898-99. The total gross expenditure for 1899-1900 is, however, higher by £23,800 than the amount provided in the budget for the preceding year, owing chiefly to larger amounts being provided for payment to the War Office on account of the effective and non-effective services of the British forces serving in India, as the amounts adopted on this account in the budget of the preceding year were too low. These increases in expenditure are partly counter-balanced by provision for one transport for trooping service less than in the preceding year having been made, and by reduced expenditure being anticipated on account of pay and pensions of non-effective and retired officers of the Indian Service.

17. The gross charges on account of effective services include payments to the War Office in respect of the British forces serving in India, amounting, as estimated in the coming year, to £730,000, as against £721,000 in the estimates for 1898-99. These charges are based on the capitation rate of £7-10 for each man borne on the establishments of the British forces in India, with the addition of the charge for deferred pay issued to British soldiers on discharge or transfer to the reserve. In connection with the deferred pay, it may be mentioned that during the current financial year it was decided to abolish this concession and to substitute for it a gratuity, the effect of which will be to ultimately reduce military expenditure at Home. The other items included in the gross effective charges are furlough allowances and pay during the voyage of British forces serving in India (£103,000); furlough allowances of officers of the Indian Service (£230,000); Indian Troop Service (£260,600); passage of officers and troops otherwise than in transport (£19,000); miscellaneous (£19,000); and stores for India (£629,700).

The gross charges on account of non-effective services are made up of the retired pay, etc., of the British forces for service in India (£354,000); pay of the non-effective Colonels of Royal Artillery (£24,800); while the pay and pensions of non-effective and retired officers of the Indian Service amount to £1,800,000, the miscellaneous pensions to £86,000, and the Indian Military Service Family Pensions to £32,000.

18. The net expenditure for 1899-1900 is more by £5,700 than that for the preceding year; and, as explained above, this is due to an increase of £18,100 in receipts and an increase of £23,800 in gross expenditure.

19. Subsequent to the estimate of 1899-1900 being closed, it was decided to defer the supply from England of certain stores to the value of £11,093 for which provision was included in those estimates. This over-provision in the Home Estimates has been adjusted by a corresponding deduction in the Indian Estimates with the result that, as compared with the net expenditure of 1898-99, there will be a saving in 1899-1900 of £5,393 in the Home Expenditure.



20. The figures of actual expenditure in 1897-98, of the *Budget* and *Revised Estimates* for 1898-99, and of the *Estimate* for 1899-1900, are given below in detail for convenience of comparison :—

	Accounts, 1897-98.	Budget Estimate, 1898-99.	Revised Estimate, 1898-99.	Estimate, 1899-1900.
EFFECTIVE.	£	£	£	£
Payments to War Office in respect of British Forces serving in India ...	729,719	721,000	744,400	730,000
Furlough Allowances and Pay during voyage of British Forces serving in India ...	98,390	108,000	112,000	108,000
Furlough Allowances of officers of the Indian Service ...	195,800	230,000	202,000	230,000
Indian Troop Service ...	228,944	267,600	284,600	260,600
Passage of officers and troops otherwise than in transports ...	17,737	19,000	12,000	19,000
Miscellaneous ...	31,651	20,000	19,500	19,000
Stores for India ...	527,141	627,900	522,900	629,700
Total ...	1,829,382	1,993,500	1,897,400	1,996,300
NON-EFFECTIVE.				
Payments to War Office for Retired Pay, etc., of British Forces for service in India ...	506,847	517,000	527,500	554,000
Pay of non-effective Colonels of Royal Artillery ...	24,518	24,800	24,200	24,800
Pay and pensions of non-effective and retired officers of the Indian Service ...	1,771,591	1,820,000	1,760,000	1,800,000
Miscellaneous pensions, etc. ...	84,443	84,000	84,500	86,000
Indian Military Service Family Pensions ...	27,446	30,000	30,500	32,000
Total ...	2,414,845	2,475,800	2,426,700	2,496,800
Total, Effective and Non-Effective ...	4,244,227	4,469,300	4,324,100	4,493,100

21. The following table shows, in detail, the expenditure for stores (including freight) from 1893-94 to 1899-1900 :—

	ACCOUNTS.					Revised Estimate, 1898-99.	Estimate, 1899-1900.
	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.		
	£	£	£	£	£	£	£
Clothing ...	200,699	210,107	210,613	158,825	177,184	169,500	193,400
Ordnance and Miscellaneous ...	547,202	323,141	235,850	290,835	269,377	289,700	352,200
Medical ...	26,494	22,075	19,942	26,446	22,512	21,600	30,200
Commissariat ...	30,864	22,720	21,838	40,832	32,197	24,600	48,600
Chitral Relief Force ...	...	...	6,914	6,878	752	...	...
Malakand Field Force ...	...	...	...	...	23,403	16,500	...
Tochi Field Force ...	...	...	...	...	1,716	1,000	...
North-West Frontier Field Operations ...	...	...	...	...	...	..	5,300
Total ...	805,259	578,043	495,157	523,811	527,141	522,900	629,700

### III.—Military Works Estimates.

Excluding English expenditure and exchange, the budget estimate for 1898-99 amounted to Rx. 1,135,800; the revised estimate of expenditure amounted to Rx. 1,113,700. There has, therefore, been less expenditure in India of Rx. 22,100.

The budget estimate for 1899-1900, excluding English expenditure and exchange, amounts to Rx. 1,299,600, or Rx. 185,900 more than that of 1898-99. The difference is due to an extra grant of Rx. 14,500 for the Barrack Department duties in the Madras Command, now taken over by the Military Works Department, and to a provision of Rx. 150,000 for defence works on the North-West Frontier.

The heads of the Military Works estimate are in round figures:—

	Rx.
For original works, including works in progress and those to be commenced	400,800
„ repairs	349,000
„ establishment	298,000
„ Barrack Department establishment, supplies, and tools and plant	86,000

The new works, 168 in number, including 63 in progress and 105 not commenced, comprise fourteen water-supply works on which Rx. 47,300 is to be spent, and Rx. 22,100 for coast and inland fortifications, the balance being made up of drainage works, hospitals, barracks, and Ordnance, Commissariat, Marine, and Remount requirements. Many of these new works are of a minor character, or are renewals. The demands are very large, and no fewer than 354 works cannot be provided for. If they had been provided for it would have meant an addition of Rx. 940,000 to the budget.

The laborious task of re-constructing the organization for the performance of the military works services has been completed, and I hope that the new arrangements will come into force at an early date.

### IV.—Marine Estimates.

#### *Revised Estimates, 1898-99.*

The net figures of the Budget Estimate of the Royal Indian Marine for 1898-99 were Rx. 142,500, the Revised Estimate stands at Rx. 123,200, showing a decrease of Rx. 19,300. This decrease in the net expenditure is caused by excess receipts amounting to Rx. 17,500, and a reduction in expenditure to the extent of Rx. 1,800.

The excess under receipts is chiefly due to large recoveries from the Home Government in connection with the employment of Royal Indian Marine vessels on Imperial Service.

The increases in expenditure (aggregating Rx. 8,400) are chiefly due to smaller recoveries for stores issued to, and works executed for, other departments



The decreases in expenditure (aggregating Rx. 10,200) are principally due to savings in matters of establishments and up-keep; reduced expenditure on repairs to Her Majesty's ships in Indian seas and Royal Indian Marine vessels at outstations; smaller payments of exchange compensation allowance; temporary vacancies and other items.

Taking the increase against the decrease, there is a net decrease of Rx. 1,800, and adding these figures to the increased receipts, Rx. 17,500, the result is a decrease of Rx. 19,300 in the Revised as compared with the Budget Estimate.

#### *Estimates, 1899-1900.*

The net figures of the Marine Estimate for 1899-1900 are Rx. 136,950 against Rx. 142,500, the figures of the budget for 1898-99 showing a decrease of Rx. 5,550. This decrease is caused by an increase in receipts, amounting to Rx. 7,900, due to anticipated recoveries in connection with the employment of the *Clive* on Imperial Service, counterbalanced by increased expenditure to the extent of Rx. 2,350.

Comparison—  
Budget for 1898-99,  
and  
Estimate for 1899-1900.

#### **General Remarks.**

Having reviewed the estimates with which the Military and Marine Department of the Government of India is concerned, I would now offer the following remarks in connection with the work of the Army Departments under the administrative control of the Military Department.

The past year has happily been one during which the army of India has enjoyed a much-needed rest, but the experiences of the year 1897-98 have shown certain weak points in the military system, and every department has been engaged in considering what remedies shall be applied, while the whole question of the military position on the North-West Frontier has been examined.

The deficiencies in the transport service have also been engaging attention, and a strong Committee under the presidency of Lieutenant-General G. E. L. Sanford, was formed to consider the organisation of that important service. The Committee has submitted a valuable and elaborate report and their recommendations are now under our immediate consideration. The question of improving the ambulance transport has been taken up, and the proposals of a Committee have been submitted. Another weakness that made itself conspicuous during the late campaigns was the deficiency in mountain artillery. We have received the Secretary of State's permission to raise an additional battery.

A decision has been arrived at regarding the gauge of frontier railways; the Nowshera-Dargai line will be pushed on the 2-foot 6-inch gauge; and we have formulated proposals for providing a stock of the plant required for field service tramways and railways.

Another subject to which we have given our attention is that of house accommodation in cantonments. As is well known, difficulties have frequently occurred in obtaining house accommodation in cantonments for officers of the army, and the existing rules on the subject having been found inadequate, it has been considered expedient to make better provision for that purpose by means of legislation. A bill was introduced on the 4th November 1898. The memorials

from house-owners and the opinions of local Governments and Administrations are being carefully considered.

I have already alluded to the proposed re-organisation of the transport. Last year I mentioned that the insufficiency of the existing complement of commissariat-transport officers had been brought specially to notice in the late campaigns. After very full consideration a large increase to the establishment was recommended. The Secretary of State for India has sanctioned an immediate increase of twelve officers and has called for further information to enable him to decide what further addition is necessary.

With a view to supply the hospitals and British troops with pure milk, steps are being taken to improve the management of dairies generally, and to work dairy and grass farms in conjunction. The supply of grass to the mounted branches has been, in recent years, a matter for anxious consideration, but I hope that we are now in a fair way to attain something like success. An experimental training class for British non-commissioned officers and men in scientific grass farming has been opened at Allahabad, and other measures are being taken to generally improve the supervision of grass farms, and to make them paying concerns. The rules for the provision of grass lands for the horses of Native cavalry in the Bengal and Punjab Commands have been extended to the Native cavalry in the Bombay Command.

Considerable progress has been made in various matters connected with the manufacture and supply of munitions of war. Proposals have been made for the establishment of a factory for the manufacture of cordite on a large scale. This will enable us to be independent of England for our cordite supply and will effect a considerable economy. A site has been decided upon at Jubbulpore for the establishment of a Central Gun-Carriage Factory for all India. The three existing factories at Madras, Bombay, and Fatehgarh cannot be kept up to date economically, and the establishment of a central factory will effect a saving in the cost of establishments. The Harness and Saddlery Workshops in the Bombay Arsenal have been closed, and the work transferred to Madras. In dealing with the working of the Ordnance Department during 1897-98 in my last year's memorandum, I referred to the fact that in order to provide a central authority for the expeditious and economical supply of stores to the arsenals and depots in India, the whole of the ordnance factories in this country had been placed under the direct control of the Director-General of Ordnance in India. I would now add that as a necessary sequel to this arrangement a central office for dealing with the audit and accounts of these factories has been ordered to be formed with effect from the 1st April 1899. Pole draught is being substituted for shaft draught in batteries of horse and field artillery in India. Horse artillery batteries are also being equipped to take cordite cartridges with 12-pr. projectiles, while the field batteries are being altered to carry 15-pr. projectiles with cordite cartridges. It has been decided to carry out the re-armament of British cavalry in India with the Lee-Enfield Magazine carbine, and the artillery with the Martini-Enfield carbine as funds become available.

The equipment of additional corps of the field army for duty on the lines of communication under the plan of mobilisation will be proceeded with in 1899-1900.



The provision of remounts for the army is always a matter of the greatest importance. Various improvements and economies have been effected, and on the whole it may be claimed that satisfactory Australian and country-bred remounts are issued to the army. With a view to developing mule-breeding in India, the purchase of additional donkey stallions from Cyprus was sanctioned, and we have engaged to take a certain number of stallions annually. The increasing difficulty of obtaining donkey stallions from the continent renders it imperative that other sources of supply should be opened up.

There is no more important question than that of the sanitary condition of the army. A great deal remains to be done, but year by year we are making improvements, endeavouring to find out defects and how to remedy them. More troops are stationed in the hills during the hot weather, barracks rebuilt or renewed, and a supply of good water provided at an increasing number of stations. Investigations have been specially made into the sources of the water-supply at various places, and the most stringent precautions have been taken locally to protect the men, as far as possible, from impure water. In the Native Army a considerable progress has been made in re-building the lines; but there are still many lines which ought to be renewed. Valuable sanitary work has been done by the officers appointed for the purpose, and special investigations have been made at those stations which have been particularly afflicted by enteric disease; and water-supply and drainage schemes have been pushed on. It is hoped that the establishment of cantonment hospitals will do much to mitigate the severity of a certain class of diseases. Owing to the conservancy arrangements in cantonments in the Bombay Command being of an unsatisfactory nature, measures are being taken for gradually introducing into that Command the system which has proved successful in the Bengal and Punjab Commands. Funds have been specially provided for the improvement of the sanitary condition of the important military station of Quetta.

#### **Marine Department.**

During the past year the work in the dockyards at Bombay and Kidderpore (Calcutta) has been normal, notwithstanding the difficulties which the occurrence of plague in the former place gave rise to. The vessels of the Royal Indian Marine have been employed in the usual trooping service, which has extended to Mauritius and Durban. Experiments have been made, with some success, in sending convalescents for a sea trip during the trooping voyages. Two vessels of the Indian Marine have been many years in the service, and, although at present efficient, arrangements will have to be made to replace them before many years elapse.

EDWIN H. H. COLLEN,

*The 20th March 1899.*

*Major-General.*

Memorandum by the Honourable Sir Arthur Trevor, K.C.S.I.,  
on the conclusions of the Conference of 1898 on Railway  
extensions in India.

The Railway Conference of 1898 met at Viceregal Lodge, Simla, on the 15th

**PRESIDENT:**  
His Excellency the Viceroy. (The Earl of  
Elgin).

**MEMBERS:**  
The Honourable Sir James Westland, K.C.S.I.  
The Honourable Major-General Sir E. H. H.  
Collen, K.C.I.E.  
The Honourable Sir Arthur Trevor, K.C.S.I.  
Mr. F. R. Upcott, Secy. to the Govt. of  
India, P. W. Dept.  
Mr. A. R. Becher, Accountant General, P. W.  
Dept.

**SECRETARY:**  
Captain W. J. McElhinny, R.E., Offg. Under-  
Secy. to the Govt. of India, P. W. Dept.  
(Railway Branch).

and 16th August 1898, and was constituted  
as noted in the margin. A representative of  
the Revenue and Agricultural Department  
was not included on the Committee this  
year, as with the exception of a group of  
light lines in the Madras Presidency, which  
are not urgent and the projects for which  
are incomplete, there were no famine lines  
brought forward that had not already been  
discussed in former years.

2. Twenty-three new projects were considered, of which five were set aside,  
one was recommended for construction by a Native State, and the remaining  
seventeen were held over as not yet ripe for a decision.

The line recommended for construction is the Tonk Branch, 10 miles in  
length and estimated to cost Rx. 40,000. It will connect Tonk with the Jeypore-  
Chambal Railway.

3. Of lines held over or set aside at the Conference of 1897, and neither  
hitherto included in the programme nor brought under negotiation outside the  
programme, two have now been recommended for construction by, or on the re-  
sponsibility, direct or indirect, of Government, one by a Branch Line Company,  
and two for construction without assistance by Native States and private enterprise.

The lines in question are shown below:—

No.	Name.	Approximate length.	Approximate cost.	Locality and agency.
	<i>(a) By or on the responsibility, direct or indirect, of Government.</i>	Miles.	Rx.	
1	Nowshera-Mardan . . . .	40	117,600	Punjab. As part of the North Western rail- way.
2	Midnapur-Jherria . . . .	122	1,221,200	Southern Bengal. As part of the Bengal Nagpur railway.
	<i>(b) Open to Branch Line Compa- nies.</i>			
1	Chandipur-Taki . . . .	39	172,000	Bengal. Branch of Bengal Cen- tral railway.
	<i>(c) Reserved for Native States.</i>			
1	Shoranur-Cochin . . . .	64	917,700	Madras. Branch of Madras rail- way.
	<i>(d) By private enterprise.</i>			
1	Ammāyanayakanur-Kuruvanath .	75	500,000	Madras. Branch of South Indian railway.



4. Of the two lines recommended for construction by, or on the responsibility of, Government, No. 1, the Nowshera-Mardan, has been estimated for, and provision has also been made in the ensuing programme of railway construction for its commencement.

No. 2, the Midnapore-Jherria, has been accepted for early commencement of construction for the reason that it will open out all the coal-fields at present demanding railway facilities, and at the same time provide a valuable connection for the traffic between Upper India and the east and south coasts of India. The line, which will also have a famine protective value, has been provided for within the programme.

The Chandipur-Taki Railway has been accepted for construction without any Government guarantee, and arrangements are being made by the Promoters for carrying out the survey and preparation of the detailed project by the agency of the Bengal Central Railway Company. The Shoranur-Cochin railway has also been accepted for construction by the Native State of Cochin without any Government guarantee, while the formation of an independent Company to construct the Ammāyanayakanur-Kuruvaṇath as a tramway without a guarantee under the provisions of the Indian Tramways Act, XI of 1886, has been agreed to, subject to certain conditions.

5. As has been explained on former occasions, the extent to which it is possible to give effect to the recommendations of the Conference in regard to Capital Expenditure on railways other than such as are made by Branch Line Companies under the terms of Government of India Resolution No. 514 R. C., dated 17th April 1896, or by Native States or private Promoters without financial assistance, has been governed up to the end of the year now closing by the limitations of a programme covering the three years, 1896-97 to 1898-99. This programme provided for a total expenditure of Rx. 29,660,000, against which we expect to spend the following amounts:—

	Rx.
In 1896-97 (Actuals) . . . . .	8,658,800
" 1897-98 ( " ) . . . . .	8,145,500
" 1898-99 (Revised Estimate) . . . . .	8,387,500
<b>TOTAL</b> . . . . .	<b>25,191,800</b>

The Budget Estimate for 1898-99 was prepared for Rx. 10,788,900, but owing to the late arrival of English stores consequent on the engineering strikes in England and other causes, the impossibility of working to the original programme was recognized some time ago, and the Revised Estimate has been reduced accordingly to the sum of Rx. 8,387,500 above shown.

For the three years, 1899-1900 to 1901-1902, on which we are about to enter, it has been thought advisable that we should work on a somewhat less ambitious programme, providing about 6 crores a year for new lines and extensions as against nearly 8½ crores under the previous programme. The chief object of this reduction is to give time for the earnings to overtake the expenditure. The forecast which has been prepared and approved by the Secretary of State works out accordingly to Rx. 20,322,100, distributed as under:—

	Rx.
1899-1900 . . . . .	6,772,700
1900-1901 . . . . .	6,728,400
1901-1902 . . . . .	6,821,000
<b>TOTAL</b> . . . . .	<b>20,322,100</b>

The additional amount, approximately Rx. 750,000 in each year, which it will be observed has been provided, is due to the inclusion in programme limits from this year of the open line Capital expenditure of the three guaranteed companies and the anticipated expenditure by branch line companies financed on the basis of a firm guarantee instead of a rebate, which items have hitherto been dealt with outside the programme.

The sum set down for expenditure during 1899-1900 is Rx. 6,772,700. In consequence, however, of the heavy lapse, amounting to Rx. 2,401,400, on the grant for 1898-99, to which reference has already been made and which was in a great measure due to short outlay in England consequent on the failure of contractors to complete orders placed with them for stores, it has been agreed, with the concurrence of the Secretary of State, to add a sum of Rx. 1,060,000, representing a portion of this lapse to the grant for 1899-1900, and a further sum of Rx. 1,090,000 subsequently reduced to Rx. 990,000 has been provisionally added under certain conditions with the concurrence of Finance Department, subject to Secretary of State's approval. With this addition the total amount available for expenditure on construction of Railways during 1899-1900 will stand at Rx. 8,822,700.

This sum has been distributed for expenditure on Railways as under :—

	Rx.
34.—Construction of Protective Railways . . . .	490,000
48.—State Railways—Construction . . . .	3,465,000
Capital of Indian Railway Companies . . . .	2,841,900
Branch Line Companies . . . .	168,000
Guaranteed Railways and Extensions . . . .	1,107,800
East Indian Railway Company's debentures . . . .	750,000
Total amount available . . . .	<u>8,822,700</u>

6. Statement A appended to this memorandum gives the programme as modified up to date, and shows also the progress made with such of the lines accepted by Government on the recommendation of the Conference for early construction as have been brought within the programme. The distribution of the amount it shows as available for expenditure during 1899-1900 and subsequent years will, of course, be liable to modification according to circumstances.

7. Statements B and C show how matters stand in regard to lines recommended for early construction at the cost of Branch Line Companies, Native States, etc., outside the programme, and either actually taken in hand or under consideration and negotiation with a view to construction; and statement D summarises the actual and anticipated progress of railway construction generally for the two years, 1898-99 and 1899-1900.

A. C. TREVOR.



## APPENDIX A.

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Statement showing the expenditure actually incurred and the estimated further expenditure to be incurred on railways to end of 1901-1902.

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## Statement of Forecast of Capital Expenditure

No.	Railway.	Length.	Approximate cost according to latest information or estimates.	Expenditure to 31st March 1893.	Revised Estimate, 1898-99.	
1	2	3	4	5	6	
		Miles.	Rx.	Rx.	Rx.	
I.—FROM IMPERIAL FUNDS.						
(i)—BY STATE AGENCY.						
Open Lines.						
	Expenditure on open lines worked by the State	...	...	...	1,402,300	
Lines under Construction.						
1	Nowshera-Dargai . . . . .	40	117,600	...	...	
2	Eastern Bengal System. { i.—Ranaghat-Godagari . . . . .	93	930,000	...	...	
3		ii.—Ganges Bridge at Godagari . . . . .	...	1,000,000	...	...
4		iii.—Godagari-Maldah . . . . .	60	600,000	...	...
5		iv.—Maldah-Raiganj . . . . .	49	399,000	...	...
6		v.—Rungpore-Dhubri . . . . .	51	468,800	...	...
7	East Coast, Godavari Bridge . . . . .	...	597,000	153,800	166,400	
8	Rae Bareli Benares Extension . . . . .	139	843,400	763,500	54,400	
9	Mari-Attock . . . . .	87	1,611,500	1,377,400	142,500	
10	Kotri-Rohri, Indus Bridge . . . . .	...	310,100	169,500	108,400	
11	Bhatinda-Ferozepore conversion to 5' 6" gauge . . . . .	55	178,800	108,200	64,700	
12	Rungpore-Dhubri, Teesta Bridge . . . . .	...	151,900	10,800	46,100	
13	Cooch Behar-Santrabari, British section . . . . .	20	45,600	8,000	30,300	
14	Rajbari-Faridpore Branch, Eastern Bengal Railway . . . . .	14	136,000	56,900	26,100	
15	Shadipalli-Balotra { (i) British section . . . . .	75	315,600	2,700	100,300	
16		(ii) Conversion of H. U. section . . . . .	55			62,300
17	Agra-Delhi Chord . . . . .	121	907,600	6,200	...	
18	Ghaziabad-Moradabad Chord . . . . .	87	823,000	...	238,000	
	Reserve . . . . .	...	...	...	...	
Total Lines under Construction		937	9,400,200	2,656,000	977,200	
Total I (i)—By State Agency		937	9,400,200	2,656,000	2,379,500	



on Railways to end of 1901-1902.

Total probable expenditure to 31st March 1899 (Cols. 5+6).	Budget Estimate, 1899-1900.	FORECAST FOR		Total probable expenditure up to end of 1901-1902.	No.	REMARKS.
		1900-1901.	1901-1902.			
		Subject to alteration.				
7	8	9	10	11	12	13
Rx.	Rx.	Rx.	Rx.	Rx.		
...	625,800	650,000	650,000	...		
...	120,000	50,000	...	170,000	1	New projects.
...	...	100,000	100,000	200,000	2	
...	...	100,000	100,000	200,000	3	
...	...	50,000	50,000	100,000	4	
...	...	50,000	50,000	100,000	5	
...	100,000	200,000	200,000	500,000	6	
320,200	200,000	100,000	...	620,200	7	
816,900	4,000	...	...	820,900	8	
1,519,900	25,000	...	...	1,544,900	9	
277,900	35,000	...	...	312,900	10	
172,900	...	...	...	172,900	11	
56,900	111,500	...	...	168,400	12	
38,300	12,500	...	...	50,800	13	
83,000	...	...	...	83,000	14	
103,000	100,000	47,200	...	250,200	15	
...					16	
6,200	...	200,000	200,000	406,200	17	
238,000	332,600	200,000	323,000	1,093,600	18	New project.
...	162,600	...	...	162,600		Reserve.
3,633,200	1,203,200	1,097,200	1,023,000	6,956,600		
3,633,200	1,829,000	1,747,200	1,673,000	6,956,600		

## Statement of Forecast of Capital Expenditure

No.	Railway.	Length.	Approximate cost according to latest information or estimates.	Expenditure to 31st March 1898.	Revised Estimate, 1898-99.
1	2	3	4	5	6
		Miles.	Rx.	Rx.	Rx.
	<b>I.—FROM IMPERIAL FUNDS—contd.</b>				
	Brought forward	937	9,400,200	2,656,000	2,379,500
	<b>(ii)—BY THE AGENCY OF MAIN LINE COMPANIES.</b>				
	<i>Open Lines.</i>				
	Expenditure on open lines worked by the Agency of Companies.	...	...	...	770,400
	<i>Lines under Construction.</i>				
19	Rajputana-Malwa, Godhra-Baroda chord . . . . .	45	341,200	...	...
20	Tirhoot, Hajipore-Begum Sarai-Katihar Extension . . . . .	158	1,223,100	604,400	250,000
21	Tirhoot, Sakri-Jainagar Branch . . . . .	30	158,600	...	...
22	Assam-Bengal {	736	10,358,800	6,469,500	1,180,400
23					
	(i) Construction, chargeable to Part II . . . . .	...	505,000	331,700	22,000
	(ii) Land, chargeable to Part I . . . . .	...	...	...	...
24	East Indian, Moghalsarai-Gya Extension . . . . .	126	1,511,100	701,400	529,100
25	Ditto Dehree-Daltonganj . . . . .	78	721,800	...	20,000
26	Ditto Shikhoabad-Farakhabad Branch . . . . .	66	452,000	...	...
27	South Indian, Negapatam-Nagore Branch . . . . .	5	23,900	...	...
28	Ditto Madura-Pamban . . . . .	102	459,000	...	...
29	Tinnevelley-Quilon, British Section . . . . .	45	250,000	...	...
	Total Lines under Construction	1,391	16,004,500	8,107,000	2,001,500
	Total I (ii)—By Main Line Companies	1,391	16,004,500	8,107,000	2,771,900
	GRAND TOTAL I—From Imperial Funds	2,328	25,404,700	10,763,000	5,151,400

\* Includes Rx. 3,656,000 from Company's funds.



on Railways to end of 1901-1902—contd.

Total probable expenditure to 31st March 1899. (Cols. 5+6.)	Budget Estimate, 1899-1900.	FORECAST FOR		Total probable expenditure up to end of 1901-1902.	No.	REMARKS.
		1900-1901.	1901-1902.			
		Subject to alteration.				
7	8	9	10	11	12	13
Rx.	Rx.	Rx.	Rx.	* Rx.		
3,633,200	1,829,000	1,747,200	1,673,000	6,956,600		
...	1,308,500	1,260,000	1,310,000	...		
...	...	...	100,000	100,000	19	New project.
854,400	200,000	...	...	1,054,400	20	
...	...	...	...	...	21	New project.
7,649,900	780,000	500,000	500,000	9,803,600	22	
353,700	20,000				23	
1,230,500	200,000	212,000	...	1,642,500	24	
20,000	180,000	200,000	373,500	773,500	25	
...	...	200,000	152,000	352,000	26	
...	17,500	...	...	17,500	27	New projects.
...	100,000	100,000	220,000	420,000	28	
...	70,000	80,000	100,000	250,000	29	
10,108,500	1,567,500	1,292,000	1,445,500	14,413,500	...	Native State Section, 58 miles in length and costing Rx. 766,200 put outside the Programme as involving no liability.
10,108,500	2,876,000	2,552,000	2,755,500	14,413,500	...	
13,741,700	4,705,000	4,209,200	4,428,500	21,370,100	...	

## Statement of Forecast of Capital Expenditure

No.	Railway.	Length.	Approximate cost according to latest information or estimate.	Expenditure to 31st March 1898.	Revised Estimate, 1898-99.
1	2	3	4	5	6
		Miles.	Rx.	Rx.	Rx.
II.—AGAINST THE CAPITAL ACCOUNTS OF THE 3 OLD GUARANTEED RAILWAY COMPANIES.					
<i>Open Lines.</i>					
30	Great Indian Peninsula . . . . .	...	...	...	73,600
31	Madras . . . . .	...	...	...	20,100
32	Bombay, Baroda and Central India . . . . .	...	...	...	459,100
	Total Open Lines . . . . .	...	...	...	(a) 552,800
<i>Lines under Construction.</i>					
33	Amalner-Jalgaon Branch, G. I. P. R. . . . .	34	385,100	...	} 228,200
34	Chalisgaon-Dhulia Branch, G. I. P. R. . . . .	37	359,700	...	
35	Dhulia-Amalner Branch, Great Indian Peninsula . . . . .	20	200,000	...	
36	Calicut-Cannanore Branch, Madras Railway . . . . .	59	737,500	6,300	70,600
37	Coonoor-Ootacamund, Nilgiri . . . . .	12	192,000	...	...
	Total Lines under Construction . . . . .	162	1,874,300	6,300	298,800
	GRAND TOTAL II.—Against the Capital Accounts of the 3 old Guaranteed Railway Companies.	162	1,874,300	6,300	851,600
III.—AGAINST THE CAPITAL ACCOUNTS OF INDIAN RAILWAY COMPANIES OTHER THAN THE 3 OLD GUARANTEED RAILWAY COMPANIES.					
<i>Open Lines.</i>					
38	Bengal Central . . . . .	...	...	...	78,100
39	Bengal-Nagpur . . . . .	...	...	...	108,300
40	Burma . . . . .	...	...	...	94,300
41	Indian Midland . . . . .	...	...	...	203,000
42	Lucknow-Bareilly . . . . .	...	...	...	15,300
43	Southern Mahratta (including Mysore) . . . . .	...	...	...	79,900
	Total Open Lines . . . . .	...	...	...	578,900
	Carried over . . . . .	...	...	...	578,900

(a) Not included in programme for 3 years 1896-97 to 1898-99.



on Railways to end of 1901-1902—contd.

Total probable expenditure to 31st March 1899. (Cols. 5 + 6.)	Budget Estimate 1899-1900.	FORECAST FOR		Total probable expenditure up to end of 1901-1902.	No.	REMARKS.
		1900-1901.	1901-1902.			
		Subject to alteration.				
7	8	9	10	11	12	13
Rx.	Rx.	Rx.	Rx.	Rx.		
...	74,000	90,000	90,000	...	30	
...	60,000	60,000	60,000	...	31	
...	410,000	100,000	100,000	...	32	
...	544,000	250,000	250,000	...		
{ 228,200	363,400	...	...	591,600	33	
	...	...	...	...	34	
	...	100,000	100,000	200,000	35	New project.
	76,900	100,000	121,400	498,700	36	
	...	100,000	...	100,000	37	New project.
305,100	563,800	300,000	221,400	1,390,300		
305,100	1,107,800	550,000	471,400	1,390,300		
...	40,000	40,000	40,000	...	38	
...	100,000	300,000	300,000	...	39	
...	12,100	120,000	120,000	...	40	
...	165,000	50,000	50,000	...	41	
...	6,900	30,000	30,000	...	42	
...	60,000	60,000	60,000	...	43	
...	384,000	600,000	600,000	...		
...	384,000	600,000	600,000	...		

## Statement of Forecast of Capital Expenditure

No.	Railway.	Length.	Approximate cost according to latest information or estimates.	Expenditure to 31st March 1898.	Revised Estimate, 1898-99.	
1	2	3	4	5	6	
		Miles.	Rx.	Rx.	Rx.	
III.—AGAINST THE CAPITAL ACCOUNTS OF INDIAN RAILWAY COMPANIES OTHER THAN THE 3 OLD GUARANTEED RAILWAY COMPANIES— <i>contd.</i>						
	Brought forward . . . . .	...	...	...	578,900	
<i>Lines under Construction.</i>						
44	Bengal-Nagpur .	Sini-Midnapore-Cuttack-Calcutta . . . . .	361	8,000,000	3,506,800	1,752,700
45		Raipur-Dhamtari . . . . .	56	114,100		
46		Midnapore-Jherria Extension . . . . .	122	1,221,200		
47		Khargpur-Midnapore . . . . .	8	142,500		
48		Gondia-Satpura . . . . .	237	811,000		
49	Burma .	Mandalay-Kunlon . . . . .	225	2,250,000	880,100	299,700
50		Meiktila-Myingyan . . . . .	58	361,400	...	185,700
51		Sagaing-Monywa-Alon . . . . .	75	399,500	...	120,300
52		Thonze-Henzada-Bassein Extension . . . . .	112	780,000	...	...
Total Lines under Construction . . . . .		1,254	14,079,700	4,386,900	2,358,400	
GRAND TOTAL III—Against the Capital Accounts of Indian Railway Companies other than the 3 old Guaranteed Railway Companies.		1,254	14,079,700	4,386,900	2,937,300	
IV.—AGAINST THE CAPITAL ACCOUNTS OF BRANCH LINE COMPANIES WHICH ARE IN RECEIPT OF A FIRM GUARANTEE.						
<i>Lines under Construction.</i>						
53	Hurdwar-Dehra . . . . .	30	300,000	36,500	150,000(a)	
54	Brahmaputra-Sultanpore . . . . .	60	342,700	88,700	68,000(a)	
GRAND TOTAL IV.—Against the Capital Accounts of Branch Line Companies.		90	642,700	125,200	218,000	

(a) Not included in programme for 3 years 1896-97 to 1898-99.



on Railways to end of 1901-1902—contd.

Total probable expenditure to 31st March 1899. (Cols. 5+6.)	Budget Estimate, 1899-1900.	FORECAST FOR		Total probable expenditure up to end of 1901-1902.	No.	REMARKS.
		1900-1901.	1901-1902.			
		Subject to alteration.				
7	8	9	10	11	12	13
Rx.	Rx.	Rx.	Rx.	Rx.		
—	384,000	600,000	600,000	...	...	
5,259,500	1,557,500	200,000	20,700	7,037,700	{ 44 45	} New projects.
...	...	600,000	650,000	1,250,000	46	
...	112,500	...	...	112,500	47	
...	...	...	100,000	100,000	48	
1,179,800	435,500	300,000	322,500	2,237,800	49	
185,700	112,400	70,000	85,900	454,000	50	
120,300	240,000	50,000	42,000	452,300	51	
...	...	...	100,000	100,000	52	
6,745,300	2,457,900	1,220,000	1,321,100	11,744,300	...	New project.
6,745,300	2,841,900	1,820,000	1,921,100	11,744,300	...	
186,500	88,000	37,500	...	312,000	53	
156,700	80,000	21,700	...	258,400	54	
343,200	168,000	59,200	...	570,400	...	

## Statement of Forecast of Capital Expenditure

No.	Railway.	Length.	Approximate cost according to latest information or estimates.	Expenditure to 31st March 1898.	Revised Estimate, 1898-99.
1	2	3	4	5	6
	ABSTRACT.	Miles.	Rx.	Rx.	Rx.
I.—From Imperial Funds.	(i) By State Agency.	(a) Open Lines . . .	...	...	1,402,300
		(b) Construction . . .	937	9,400,200	2,656,000
		Total . . .	937	9,400,200	2,379,500
	(ii) By the Agency of Main Line Companies.	(a) Open Lines . . .	...	...	770,400
		(b) Construction . . .	1,391	16,004,500	8,107,000
		Total . . .	1,391	16,004,500	2,771,900
	TOTAL I . . .	2,328	25,404,700	10,763,000	5,151,400
II.—Against the Capital Accounts of the 3 old Guaranteed Railway Companies.	(a) Open Lines . . .	...	...	...	(a) 552,800
	(b) Construction . . .	162	1,874,300	6,300	298,800
	TOTAL II . . .	162	1,874,300	6,300	851,600
III.—Against the Capital Accounts of Indian Railway Companies other than the 3 old Guaranteed Railway Companies.	(a) Open Lines . . .	...	...	...	578,900
	(b) Construction . . .	1,254	14,079,700	4,386,900	2,358,400
	TOTAL III . . .	1,254	14,079,700	4,386,900	2,937,300
IV.—Against the Capital Accounts of Branch Line Companies which are in receipt of a firm Government guarantee.	(a) Open Lines . . .	...	...	...	...
	(b) Construction . . .	90	642,700	125,200	(a) 218,000
	TOTAL IV . . .	90	642,700	125,200	218,000
TOTAL, I TO IV . . .	(a) Open Lines . . .	...	...	...	3,304,400
	(b) Construction . . .	3,834	42,001,400	15,281,400	5,853,900
	GRAND TOTAL . . .	3,834	42,001,400	15,281,400	9,158,300

(a) Not included in programme for 3 years, 1896-97 to 1898-99.



*on Railways to end of 1901-1902—concl.*

Total expenditure to 31st March 1899. (Cols. 5+6.)	Budget Estimate, 1899-1900.	FORECAST FOR		Total probable expenditure up to end of 1901-1902.	No.	REMARKS.
		1900-1901.	1901-1902.			
		Subject to alteration.				
7	8	9	10	11	12	13
Rx.	Rx.	Rx.	Rx.	Rx.		
...	625,800	650,000	650,000	...	...	
3,633,200	1,203,200	1,097,200	1,723,000	6,956,600	...	
3,633,200	1,829,000	1,747,200	1,673,000	6,956,600	...	
...	1,308,500	1,260,000	1,310,000	...	...	
10,108,500	1,567,500	1,292,000	1,445,500	14,413,500	...	
10,108,500	2,876,000	2,552,000	2,755,500	14,413,500	...	
13,741,700	4,705,000	4,299,200	4,428,500	21,370,100	...	
...	544,000	250,000	250,000	...	...	
305,100	563,800	300,000	221,400	1,390,300	...	
305,100	1,107,800	550,000	471,400	1,390,300	...	
...	384,000	600,000	600,000	...	...	
6,745,300	2,457,900	1,220,000	1,321,100	11,744,300	...	
6,745,300	2,841,900	1,820,000	1,921,100	11,744,300	...	
...	...	...	...	...	...	
343,200	168,000	59,200	...	570,400	...	
343,200	168,000	59,200	...	570,400	...	
...	2,862,300	2,760,000	2,810,000	...	...	
21,135,300	5,960,400	3,968,400	4,011,000	35,075,100	...	
21,135,300	8,822,700	6,728,400	6,821,000	35,075,100	...	

## APPENDIX B.

Statement showing Railways recommended since 1895-96 for early construction outside the programme by the agency of—

- (i) Branch Line Companies,  
(ii) Native States,  
(iii) Railway Companies to which free land and minor concessions are given, which have actually been commenced or arranged for, omitting those shown in last year's Appendix B as completed.

Railway.	Length.	Estimated or approximate cost.	REMARKS.
	Miles.	Rx.	
(i) BY BRANCH LINE COMPANIES.			
(a) Lines shown as under construction in 1897-98.			
Segowlie-Ruksaul . . . . .	18	99,800	Completed and opened to traffic.
Open . . . . .	18	99,800	
South Behar . . . . .	79	1,129,407	Under construction by the agency of the East Indian Railway Company. More than $\frac{1}{4}$ ths finished.
Tapti Valley (Surat-Nandurbar-Amalner) . . . . .	156	1,400,139	Under construction by the agency of the Bombay, Baroda and Central India Railway Company. More than $\frac{1}{4}$ ths finished. First section to Vyara opened to traffic.
*Hurdwar-Dehra . . . . .	32	300,000	Under construction by the State for the Branch Line Company. Tunnels completed and nearly half of line finished.
*Brahmaputra-Sultanpur . . . . .	60	342,700	Under construction by the agency of the Eastern Bengal Railway. Nearly half finished.
Mymensingh-Jamalpur . . . . .	54	205,500	Ditto More than $\frac{1}{4}$ ths finished. First section to Jamalpur opened to traffic.
Jamalpur-Jagganathganj . . . . .			
Under Construction . . . . .	381	3,377,746	
(b) Recommended lines shown as under consideration or negotiation in 1897-98.			
Narwana-Kaithal Branch . . . . .	23	100,000	Completed and opened to traffic.
Open . . . . .	23	100,000	
Chandipur-Taki . . . . .	39	172,000	Concession granted pending arrangements for financing the project and preparation of necessary survey and estimate of cost.
Amritsar-Tarn Tarān-Sarhali . . . . .	25	150,000	Concession granted. Commencement of work not yet authorised pending subscription of capital and submission of the detailed project.
	64	322,000	
(c) New projects since put forward.			
Nil.			
TOTAL (I) . . . . .	486	3,899,546	
(II) BY NATIVE STATES.			
(a) Lines shown as under construction in 1897-98.			
Wadhwan-Dhrangadhra . . . . .	21	66,200	Completed and opened to traffic.
Cooch Behar Town Extension . . . . .	3	15,000	Opened to traffic.
Open . . . . .	24	81,200	

\* Under new arrangements these two lines will be included in programme from next year.



APPENDIX B—*concl'd.*

Railway.	Length.	Estimated or approximate cost.	REMARKS.
(a) <i>Lines shown as under construction in 1897-98—contd.</i>	Miles.	Rx.	
Birur-Shimoga Branch . . . . .	28	185,000	Under construction by the Mysore Durbar. Nearly $\frac{3}{4}$ th finished.
Hyderabad-Godavari Valley . . . . .	390	2,988,200	Under construction by the Nizam's Guaranteed State Railways Company. More than half finished.
Guna-Bara Extension . . . . .	74	602,500	Under construction by the Durbars concerned. About $\frac{3}{4}$ th finished.
Shadipali-Balotra (Jodhpore Section) . . . . .	135	427,700	Under construction by the Jodhpore Durbar. About half finished.
Jeypore-Chambal (Jeypore-Sawai-Madhopur) . . . . .	73	313,200	Under construction by the Jeypore Durbar. About half finished.
Cooch Behar-Alipore . . . . .	11	25,000	More than half finished.
Bikaner-Suratgarh . . . . .	114	247,730	Fifty miles opened for traffic, 64 under construction.
Pardi-Nandod . . . . .	18	60,690	Under construction for the Rajpipla Durbar. Pardi-Umalla Section, 5 miles, opened to traffic. About $\frac{1}{3}$ rd finished.
Under Construction . . . . .	853	4,89,620	
(b) <i>Recommended lines shown as under consideration or negotiation in 1897-98.</i>			
Ludhiana-Dhuri-Jakhal . . . . .	81	416,600	Construction sanctioned, but commencement as a railway project not yet authorised pending settlement of agreement with the Durbars concerned.
Gwalior-Bhind-Chambalghat . . . . .	46*	86,300	Half finished. *
	127	502,900	* Excluding 6.54 miles of the existing line, which will require slight alterations.
(c) <i>New projects put forward since 1897-98 and commenced or arranged for.</i>			
Tinnevely-Quilon (Native State Section) . . . . .	58	766,200	Accepted for construction without any Government guarantee.
TOTAL (II) . . . . .	1,062	6,729,920	
(III) BY RAILWAY COMPANIES TO WHICH FREE LAND AND MINOR CONCESSIONS ARE GIVEN.			
(a) <i>Lines shown as under construction or actually arranged for in 1897-98.</i>			
Bengal and North-Western Railway Extension (Benares-Turtipur and Branches) . . . . .	210	1,318,100	Under construction. More than half finished.
Barsi Road-Pandharpur Extension . . . . .	33	133,925	Concession granted to the Barsi Light Railway Company. Work not yet commenced.
Nilgiri (Mettupalaiyam-Coonoor) . . . . .	17	355,000	Completed, but damaged by heavy rain as it was about to be opened to traffic.
	260	1,807,025	
(b) <i>Recommended line shown as under consideration or negotiation in 1897-98.</i>			
Kalka-Simla . . . . .	68	700,000	Contract executed and capital partly subscribed, but commencement of work not yet authorised, pending submission of, and sanction to, the detailed project.
Bengal Doorgs Extensions . . . . .	126	611,100	Contract executed, estimates sanctioned and work commenced.
	194	1,311,100	
(c) <i>New projects put forward since 1897-98 and commenced or arranged for.</i>			
Nil.			
TOTAL (III) . . . . .	454	3,118,125	
GRAND TOTAL (I) TO (III) . . . . .	2,002	13,247,591	

## APPENDIX C.

Statement showing Railways recommended since 1895-96 for construction outside the programme by the agency of—

(i) Branch Line Companies,

(ii) Native States,

(iii) Railway Companies to which free land and minor concessions are given, but not yet actually commenced or arranged for.

Railway.	Length.	Estimated or approximate cost.	REMARKS.
	Miles.	Rx.	
(I) BY BRANCH LINE COMPANIES.			
(a) Lines included in the list of 1897-98 as under consideration.			
Bhagalpur-Bausi-Baidyanath . . . . .	90	739,700	Concession being arranged.
Ahmadpur-Baidyanath . . . . .	62	55,700	Negotiations in progress.
Gogri (Mansi)-Baptiahi . . . . .	85	500,700	Concession being arranged.
Kurnool Road Branch . . . . .	36	120,000	Under consideration.
Jullundur-Hoshiarpur . . . . .	25	150,000	Ditto ditto.
Ahmedabad-Dholka (Sabarmati-Dholka) . . . . .	34	130,800	Ditto ditto.
Nadiad-Kapadvanj . . . . .	28	87,400	Ditto ditto.
Nilgiri Extension (Coonoor-Ootacamund) . . . . .	12	192,000	Ditto ditto.
Mutupet-Avadyarkoil . . . . .	45	150,000	Construction by the Tanjore District Board agreed to.
Shibnibash (Kissengunge)-Kotchandpur-Magura.	51	130,000	Under consideration.
(b) New projects since put forward or recommended.			
Ammayānayakanur-Kuruvanath . . . . .	75	500,000	Negotiations in progress.
Sylhet District tramways . . . . .	43	120,000	Under consideration.
Cachar District tramways . . . . .	60	147,500	Ditto ditto.
Bezvada-Masulpatam . . . . .	44	530,000	Ditto ditto.
TOTAL (I) . . . . .	690	4,049,800	
(II) BY NATIVE STATES.			
(a) Lines included in the list of 1897-98 as under consideration.			
Arsiere-Hassan . . . . .	27	192,500	Under consideration by the Mysore Durbar.
Ba-Kotah (2 feet) . . . . .	43	95,000	Under consideration by the Kotah Durbar.
Mysore-Fraserpet . . . . .	52	250,000	Under consideration by the Mysore Durbar.
(b) New projects since put forward or recommended.			
Shoranur-Cochin . . . . .	64	917,700	Under consideration by the Travancore Durbar.
TOTAL (II) . . . . .	186	1,455,200	



## APPENDIX C—concl'd.

Railway.	Length.	Estimated or approximate cost.	REMARKS.
	Miles.	Rx.	
(III) BY RAILWAY COMPANIES TO WHICH FREE LAND AND MINOR CONCESSIONS ARE GIVEN.			
(a) Lines included in the list of 1897-98 as under consideration.			
Bengal Dooars Extension (Bagrakote to Daling coal-fields).	5	34,000	Contract executed subject to the condition that the Company agrees to construct such line.
Vizianagram-Bimlipatam . . . . .	15	93,900	Negotiations in progress.
Laksam-Noakhali-Ichakhali . . . . .	38	228,000	Negotiations in progress. Alternative for Feni-Noakhali line.
(b) New projects since put forward or recommended.			
Gorakhpur-Bagaha . . . . .	65	334,000	Under consideration.
Ballia-Ghazipur . . . . .	34	156,400	Ditto ditto.
Jaunpur-Aunrihar . . . . .	34	129,200	Ditto ditto.
TOTAL (III) .	191	975,500	
GRAND TOTAL (I) TO (III) .	1,067	6,480,500	





2. And the mileage under construction or sanctioned for construction on the same date was 4,295.66 miles (e), as follows:—

	Miles.	Miles.
<i>Standard gauge—</i>		
(i) State lines worked by companies . . . . .	708.41	
(ii) State lines worked by the State . . . . .	672.33	
(iii) Guaranteed companies . . . . .	134.71	
(iv) Assisted companies . . . . .	293.20	
(v) Lines owned by native states and worked by companies . . . . .	76.00	
(vi) Lines owned by native states and worked by State railway agency . . . . .	80.32	1,965.02

*Metre gauge—*

(vii) State lines worked by companies . . . . .	1,023.81	
(viii) State lines worked by the State . . . . .	76.13	
(ix) Assisted companies . . . . .	270.08	
(x) Lines owned by native states and worked by companies . . . . .	428.29	
(xi) Lines owned and worked by native states . . . . .	285.60	2,083.91

*Special gauges—*

(xii) State lines worked by companies . . . . .	56.67	
(xiii) State lines worked by the State . . . . .	20.08	
(xiv) Assisted companies . . . . .	33.00	
(xv) Lines owned by native states and worked by companies . . . . .	48.80	
(xvi) Lines owned by native states and worked by State railway agency . . . . .	15.22	
(xvii) Lines owned and worked by native states . . . . .	72.96	246.73
<b>TOTAL . (e) 4,295.66</b>		

There was thus a grand total of railways completed and in hand, on the 1st April 1898, of miles 25,493.74 (f)

	Miles.	Miles.	Miles.
<i>East Indian—</i>			
Moghal Sarai to Gya . . . . .	126.28		
Hathras Road to Hathras City . . . . .	6.61		
Shikohabad to Farukhabad . . . . .	(a) 60.00	280.37	
Baran to Daltonganj, including colliery branch . . . . .	(a) 82.50		
(i) Bengal-Nagpur—			708.41
Sini and Midnapore to Howrah . . . . .	170.00		
Midnapore to Barang (Cuttack) . . . . .	190.00	360.00	
Indian Midland—			
Damo to Katni . . . . .	68.04		
North Western—			
Lyallpur to Khanewal . . . . .	105.00		
Kotri to Hyderabad (Sind) . . . . .	5.30		
Campbellpore Cantonment to Basal (New Pind-Sultani) . . . . .	25.00	190.30	
Langar (b) to Mairi . . . . .	53.00		
Oudh and Rohilkhand—			
Rae Bareilly to Benares . . . . .	138.69		
Ghazabad to Moradabad . . . . .	87.00	225.69	
(ii) Eastern Bengal—			672.33
Panchooria to Faridpur . . . . .	14.69		
Panchooria to the Ganges . . . . .	5.60	20.09	
East Coast—			
Temporary Puri station to permanent Puri station . . . . .	1.39		
Godavari bridge at Rajamundry and approaches . . . . .	4.55	6.44	
Bezawada-Madras (Ennur-Bezawada section)—			
Konur to Gudur . . . . .	74.00		
Nellore (c) to Tadépalli . . . . .	155.26	229.86	
Great Indian Peninsula—			
Amalner to Jalgaon . . . . .	34.05		
Chalisgaon to Dhulia . . . . .	37.31	71.39	
(iii) Madras—			134.71
Calicut to Cannanore . . . . .	59.00		
Arrot to Ranipet . . . . .	4.35	63.35	
Southern Punjab (Delhi-Samudra)—			
Delhi Brewery to Delhi . . . . .	0.79		
Narwana to Kaithal . . . . .	25.00	25.79	
(iv) South Behar (Luckeserai-Gya)—			293.20
Luckeserai to Gya . . . . .		79.00	
Hardwar-Dehra—			
Hardwar to Dehra . . . . .		32.01	
Tāpti Valley—			
Surat to Amalner . . . . .		156.10	
(v) Bina-Goonsa—			
Goona to Bina . . . . .			76.00
(vi) Ludhiana-Dhuri-Jakhal—			
Ludhiana and Dhuri to Jakhal . . . . .			(e) 80.32
<i>Bengal and North-Western—</i>			
<i>Tirhoot section—</i>			
Hajepore to Begamserai . . . . .	44.25	161.00	
Garhara to Katihar . . . . .	116.75		
<i>Company's section—</i>			
Balampur to Tulsipur . . . . .	20.00	424.33	
<i>Ganges-Gaya Doab lines—</i>			
Tarapur to Benares . . . . .	83.20		
Mau to Shahganj . . . . .	60.00	263.22	
Mau and Ballia to Bevelganj . . . . .	71.32		
Amrihar to Ghazipur . . . . .	20.00		
(vii) Assam-Bengal—			1,023.81
Badarpur to Makum . . . . .	325.32		
Badarpur to Silehar . . . . .	15.62	381.57	
Lumding to Jamuna Mukh . . . . .	37.03		
Burma—			
Sedaw to the right bank of the Salween river . . . . .		217.72	
(viii) Eastern Bengal—			428.29
Teesta bridge at Kannia and approaches . . . . .		4.87	
Hyderabad (Sind)-Jodhpur frontier—			
Hyderabad (Sind) to the Jodhpur frontier . . . . .		(d) 71.20	
Bengal Doars—			
Malabar to Hantopara . . . . .	46.00		
Dam Dim to Bagrakote . . . . .	6.78	121.78	
Deomouli Hat to Lalmonir Hat . . . . .	69.00		
Brahmaputra-Sultampur—			
Sultampur and Bogra to Kalganj . . . . .		59.70	
(ix) Mymensingh-Jamulpur-Jagannathganj—			270.08
Mymensingh and Jamalpur to Jagannathganj . . . . .		53.81	
Segowlie-Raksaul—			
Segowlie to Raksaul . . . . .		18.00	
Nigiri—			
Mettonalalayam to Coonoor . . . . .		16.81	
Mysore-Nanjangud—			
Nanjangud station to a point nearer the town of Nanjangud . . . . .		0.50	
(x) Birur-Shimoga—			48.80
Birur to Shimoga . . . . .		37.98	
Hyderabad-Godavari Valley—			
Secunderabad to Manmad . . . . .		339.81	
Jodhpore-Bikaner—			
Jodhpore section—			
Balotra to the Jodhpore frontier . . . . .		134.83	
Bikaner section—			
Bikaner to Lankaransar . . . . .		50.27	
(xi) Oodeypore-Chitor—			246.73
Debari to Oodeypore . . . . .		6.44	
Jeypore-Sewai-Madhupur—			
Sauganer to Sewai-Madhupur . . . . .		72.78	
Dhrangadra—			
Wadhwan to Dhrangadra . . . . .		21.00	
(xii) Raipur-Dhamtari branch (Bengal-Nagpur) (2' 0")—			
Raipur to Dhamtari . . . . .		(a) 45.00	
Abhanpur to Rajim . . . . .		(a) 11.67	
(xiii) Eastern Bengal, Cooch Behar-Santrabari extension (British section) (2' 6")—			
Alipore to Jinnanti . . . . .			
(xiv) Barsi Light (2' 6")—			(a) 31.70
Barsi Road to Pandharpur . . . . .			
(xv) Rewah (2' 6")—			
Rewah to Sutna . . . . .		(a) 31.00	
Rajpipla (2' 0")—			
Raj Pardi to Nanded . . . . .		17.80	
(xvi) Cooch Behar (2' 6")—			
Right bank of the Toroa river to the town of Cooch Behar . . . . .		3.72	
Cooch Behar to Alipore . . . . .		11.50	
(xvii) Gwalior-Slipri (2' 0")—			
Gwalior to Slipri . . . . .			72.96

(a) Commencement of work not yet authorized.

(b) The length between Basal (New Pind-Sultani) and Langar, 16 miles, is a part of the open mileage of the Khushalwar branch.

(c) Excluding the existing South Indian, metre gauge, railway between Gudur and Nellore, 24.24 miles, subsequently taken over and converted to the standard gauge.

(d) The mileage given is exclusive of 55.09 miles of the existing Hyderabad-Shadipally standard gauge railway to be converted to the metre gauge.

(e) Excluding the Dhatinda-Ferozepore conversion (39.26 miles).

(f) Includes the mileage of the Cherra-Companyganj railway, which is treated as a steam tramway for administrative purposes only.

3. During 1898-99, i.e., from 1st April 1898 to 31st March 1899, 540·62 miles of new railway were authorized as follows:

	Miles.	Miles.	Miles.
(i) Agra-Delhi chord— Agra to Delhi . . . . . (a) 131·16 Bengal-Nagpur— Kharagpur to Midnapore . . . . . (b) 8·00	129·16		
(ii) South Indian— Nerapattam to Nagore . . . . . (b) 4·67 Bumma— Melkitta to Myingyan . . . . . 37·70 Sagging to Alen . . . . . 74·50	136·87		
(iii) Jodhpore-Bikaner (Bikaner section)— Bikaner-Bhatinda Extension— Lankansar to Suratgarh Gigasar to Palana . . . . . (b) 83·00 9·50	72·50		
(iv) Tezpur-Balipara (2' 6")— Tezpur ghāt to Balipara . . . . . (f) 20·10 Howrah-Amta (2' 0")— Telkushat (Howrah) to Amta Bargachi to Jagatbalabpur (branch) Howrah-Sheekhalla (2' 0")— Kadamtolla to Sheekhalla Chanditolla to Jonai (branch) Ranaghat-Krishnagar (2' 6")— Right bank of the Churni river near Ranaghat to the left bank of the Jalangi river at Krishnagar Kalka-Simla (2' 0")— Kalka to Simla . . . . . (a) 68·00	136·39		
(v) Gwalior-Chambal ghāt (2' 0")— Gwalior to Bhind . . . . . (c) 45·79			
(vi) East Indian— Hathras Road to Hathras City . . . . . 5·61 Bengal-Nagpur— Sini to Kolaghat . . . . . 134·63 Kharagpur to Barang (Cuttack) . . . . . 190·00	324·63		
Indian Midland— Damoh to Katni . . . . . 68·04	398·28		
(vii) North Western— Lyalpur to Toba Tek Singh . . . . . 49·00 Oudh and Rohilkhand— Rae Bareilly to Beauraie . . . . . 138·69 Eastern Bengal— Panchooria to the Ganges . . . . . 5·50 Panchooria to Faridpur . . . . . 14·59	20·09		
East Coast, including Bezwada-Madras— Temporary Port station to permanent Port station . . . . . 1·84 Ennur to Gudur . . . . . 78·00 Gudur to Nellore . . . . . 24·24 Nellore to Tadepalli . . . . . 154·12	256·20		
(viii) Madras— Walajah Road to Ranipet . . . . . 4·35			
(ix) Southern Punjab (Delhi-Samastat)— Narwana to Kaithal . . . . . (d) 23·00 Tapti Valley— Kankra Khari to Vyara . . . . . 35·25	58·25		
(x) Bengal and North-Western— Company's section— Bairampur to Tulsipur . . . . . (d) 18·50 Gogra bridge at Bahramghat and approaches . . . . . 3·27 Ganges Gogra Doab lines— Turtipur to Azamgarh . . . . . 51·35 Mau et al. Halla to Revanganj . . . . . 58·85 Aurhar to Ghazipur . . . . . 71·32 South Indian— Nellore to Gudur . . . . . (e) 24·24 Assam-Bengal— Jamuna Mukh to Lauka . . . . . (k) 19·00 Bardpur to Silchar . . . . . 19·62	245·67		
(xi) Brahmaputra-Sultanpur— Sultanpur to Bogra . . . . . 23·50 Mymensingh-Jamailpur-Jacannathganj— Mymensingh to Singhjani . . . . . 33·00 Segowli-Raksaul . . . . . 15·00 Nilgiri— Mettupalaiyam to Coonoer . . . . . (d) 16·90	91·40		
(xii) Jodhpore-Bikaner— Bikaner section— Bikaner to Khari . . . . . 41·67 Dhrangadra— Wadhwan to Dhrangadra . . . . . (d) 20·83	62·50		
(xiii) Mysore-Nanjangūd— Nanjangūd town to a point nearer the town of Nanjangūd . . . . . 0·50			
(xiv) Tezpur-Balipara (2' 6")— Tezpur ghāt to Balipara . . . . . (f) 20·10 Howrah-Amta (2' 0")— Telkushat (Howrah) to Amta Bargachi to Jagatbalabpur (branch) Howrah-Sheekhalla (2' 0")— Kadamtolla to Sheekhalla Chanditolla to Jonai (branch)	68·10		
(xv) Rajpipla (2' 6")— Raj Pardi to Umalla . . . . . 5·00			
(xvi) Cooch Behar (2' 0")— Right bank of the Torsa river to the town of Cooch Behar (d) 3·30 Cooch Behar to Alipore . . . . . 11·60	14·90		
(xvii) Gwalior-Sipri (2' 0")— Gwalior to Mohana . . . . . (d) 35·77			

Standard gauge—	Miles.	Miles.
(i) State lines worked by companies . . . . .	129·16	129·16

Metre gauge—		
(ii) State lines worked by companies . . . . .	136·87	
(iii) Lines owned and worked by native states . . . . .	72·50	209·37

Special gauges—		
(iv) Assisted companies . . . . .	156·30	
(v) Lines owned and worked by native states . . . . .	45·79	202·09
<b>TOTAL . . . . .</b>		<b>540·62</b>

And 1,451·60 miles were opened to public traffic as follows:

	Miles.	Miles.
(vi) State lines worked by companies . . . . .	398·28	
(vii) State lines worked by the state . . . . .	463·98	
(viii) Guaranteed companies . . . . .	4·35	
(ix) Assisted companies . . . . .	58·25	924·86

Metre gauge—		
(x) State lines worked by companies . . . . .	245·67	
(xi) Assisted companies . . . . .	91·40	
(xii) Lines owned and worked by native state . . . . .	62·50	
(xiii) Lines owned by native states and worked by companies . . . . .	0·50	400·07

Special gauges—		
(xiv) Assisted companies . . . . .	68·10	
(xv) Lines owned by native states and worked by companies . . . . .	5·00	
(xvi) Lines owned by native states and worked by State railway agency . . . . .	14·80	
(xvii) Lines owned and worked by native states . . . . .	38·77	126·67
<b>TOTAL . . . . .</b>		<b>(h) 1,451·60</b>

(a) Commencement of work not yet authorized.  
(b) Provisionally sanctioned.  
(c) The mileage given is exclusive of 6·54 miles of the existing light railway.  
(d) Correction of mileage.  
(e) Converted to standard gauge and added to the mileage of the Bezwada-Madras railway.  
(f) Constituted a railway from the 3rd May 1898.  
(g) Constituted railways from the 7th October 1898.  
(h) Excluding the Bhatinda-Ferozepore conversion (59·35 miles), which is likely to be opened in April 1899.  
(i) Excluding Segowli-Raksaul railway, which is shown separately.  
(j) Constituted a railway from the 23rd February 1899.  
(k) The Gauhati-Jamuna Mukh section (vide foot-note on page 119) has also been reopened.



4. The total length of open line at the commencement of 1899-1900, i.e., on the 1st April 1899, will, therefore, be 22,650·96 miles, comprising:

	Miles.	Miles.
<i>Standard gauge—</i>		
(i) State lines worked by companies	4,190·02	
(ii) State lines worked by the State	4,954·77	
(iii) Guaranteed companies	2,592·47	
(iv) Assisted companies	642·51	
(v) Lines owned by native states and worked by companies	632·87	
(vi) Lines owned by native states and worked by State railway agency	123·86	
		13,136·50

*Metre gauge—*

(vii) State lines worked by companies	6,877·86
(viii) State lines worked by the State	643·99
(ix) Assisted companies	328·60
(x) Lines owned by native states and worked by companies	188·80
(xi) Lines owned and worked by native states	920·86
(xii) Foreign lines	73·25
	9,033·36

*Special gauges—*

(xiii) State lines worked by the State	36·25
(xiv) Assisted companies	171·97
(xv) Lines owned by native states and worked by companies	102·83
(xvi) Lines owned by native states and worked by State railway agency	38·92
(xvii) Lines owned and worked by native states	133·13
	481·10
<b>TOTAL</b>	<b>22,650·96</b>

- (a) Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.  
 (b) Worked by the Indian Midland Railway Company.  
 (c) Worked by the Bombay, Baroda and Central India Railway Company.  
 (d) Worked by the Great Indian Peninsula Railway Company.  
 (e) Although forming an integral part of the East Coast State railway, this line is shown separately as it is worked by the Nizam's Guaranteed State Railways Company.  
 (f) Worked by the Madras Railway Company.  
 (g) Including 6·12 miles of military line not used for public traffic, the Mushkat-Bolan railway and the Kotri-Rohri chord line.  
 (h) Worked by the North Western State railway.  
 (i) Excluding the Bezawada extension, vide foot-note (e).  
 (j) Worked by the East Indian Railway Company.  
 (k) Including 2·19 miles, Trimulgherry troop siding, constructed but not used for ordinary public traffic.

\* Correction of mileage.

† Made up as follows:—

Open at the commencement of 1898-99	21,198·08
Add—Opened during 1898-99	1,451·60
	22,649·68
Deduct—Decrease due to minor correction of mileage	3·32
	22,646·36
Add—Tanjore-Pulliaripatti quarry extension of the South Indian railway, previously omitted	4·60
	22,650·96

	Miles.	Miles.
(i) East Indian	1,710·70	
Bengal Central (a)	128·01	
Bengal-Nagpur	1,186·51	
Indian Midland	795·48	
Bhopal-Itarsi (British section)	(b) 13·11	
Godhra-Kutlam-Nagda	(c) 140·91	4,110·02
Wardha Coal	(d) 144·54	
Dhond-Maumad	(e) 20·66	
Bezawada extension (East Coast State)	(f) 8·46	
Madras-Ennūr section (Bezawada-Madras)	(g) 2,866·02	
(ii) North Western	(h) 58·91	
Hyderabad-Shadipalli	951·06	
Oudh and Rohilkhand	278·88	
Eastern Bengal	8·53	
Calcutta Port Commissioners	(i) 794·37	4,014·77
East Coast, including Bezawada-Madras		
(iii) Great Indian Peninsula	1,388·00	
Bombay, Baroda and Central India	480·90	
Madras	843·57	3,592·47
(iv) Delhi-Umballa-Kalka	(j) 162·23	
Tarkepur	(k) 22·23	
Southern Punjab (Delhi-Samudra)	(l) 422·80	642·51
Tapti Valley	(m) 55·25	
(v) Khamsaon	(d) 7·55	
Amraoti	(e) 5·44	
Bina-Goonia	(f) 71·74	
Bhopal-Ujjain	(g) 113·62	
Bhopal-Itarsi (Native State section)	(h) 41·28	632·87
The Nizam's Guaranteed State	(i) 332·32	
Nagda-Ujjain	(j) 34·67	
The Gaekwar's Petlad	(k) 15·35	
Kolar Gold-fields	(l) 10·00	
(vi) Rajpura-Bhatinda	(m) 107·94	
Jammu and Kashmir (Native State section)	(n) 15·92	123·86
(vii) Bengal and North-Western—		
Tirhoot section	341·90	
Company's section (l)	745·49	
Lucknow-Bareilly section (Rohilkhand and Kumaon)	231·17	
Rajputana-Malwa	(c) 1,673·94	6,877·86
Palanpur-Deesa	(d) 17·28	
Southern Mahratta	1,042·04	
Guntakal-Mysore frontier	(m) 119·50	
Mysore section (Southern Mahratta)	290·00	
South Indian	1,021·85	
Mayavaram-Mutpet	(n) 53·90	
Assam-Bengal	398·25	
Burma	959·45	
(viii) Eastern Bengal—		
Northern and Behar sections (including the Kaunia-Dharila, 2' 6" gauge, branch)	478·47	
Dacca section	85·92	
Cawnpore-Burhal (Metre-gauge link)	(f) 79·90	543·29
(ix) Deoghur	4·79	
Rohilkhand and Kumaon (Company's section)	53·92	
Bengal Doonars	36·40	
Dibru-Sadiya	77·80	
Ledo and Tikak-Margherita Colliery	(e) 16·00	
Ahmedabad-Parantij	(f) 84·59	328·60
Brahmaputra-Sultanpur	(g) 23·50	
Mymensingh-Jamalpur-Jagannathganj	(h) 33·00	
Segowlie-Raksaul	(i) 18·00	
Nilgiri	(j) 10·90	
(x) The Gaekwar's Mehsana	(k) 92·63	
Kolhapur	(l) 29·07	
Yeshwantpur-Mysore frontier	(m) 61·31	
Mysore-Nanjangud	(n) 16·75	
(xi) Jodhpore-Bikaner	403·67	
Godsepur-Chitor	60·36	
Bhavnagar-Gondal-Junagad-Portbandar	(p) 333·46	
Jetalsar-Rajkot	(q) 46·23	
Jamnagar	(r) 64·28	
Dhrangadra	(s) 20·83	
(xii) West of India Portuguese	61·00	
Pondicherry	(t) 7·80	
Karalkhal-Peralam	(u) 14·45	
(xiii) Cherra-Companyganj (2' 6")	(v) 5·00	
Jorhat (2' 0")	28·25	
Darjeeling-Himalayan (2' 0")	51·00	
Barsi Light (2' 6")	21·75	
Tarakshwar-Magra (2' 6")	31·12	
Tezpur-Ballpara (2' 6")	20·10	
Howrah-Amra (2' 0")	28·75	
Howrah-Sheakhilla (2' 0")	10·25	
(xiv) The Gaekwar's Dabhoi (2' 6")	(w) 78·80	
Rajpura (2' 6")	(x) 24·03	
Cooch Behar (2' 0")	(y) 38·77	
(xv) Morvi (2' 6")	94·36	
Gwalior-Sipri (2' 0")	38·77	18

- (l) Although for convenience classed amongst State railways, this line is the property of the Bengal and North-Western Railway Company.  
 (m) Worked by the Southern Mahratta Railway Company.  
 (n) Worked by the South Indian Railway Company.  
 (o) Worked by the Assam Railway and Trading Company.  
 (p) Including 4·60 miles of Bhavnagar Dock estates and Junagad quarry.  
 (q) Worked by the Bhavnagar-Gondal-Junagad-Portbandar railway.  
 (r) Treated as a steam tramway for administrative purposes only. Temporarily closed to traffic from 1st May 1893 on account of damages done by B. Reopened for goods traffic on 3rd December 1898.  
 (s) Worked by the Eastern Bengal State railway.  
 (t) Extending 3·66 miles of the Lucknow-Bareilly railway between Dalgan and Alhabagh.  
 (u) Worked by the Bengal and North-Western Railway Company.

	Miles.	Miles.	Miles.
East Indian—			
Mughal Sarai to Gya	128'26		
Shikohabad to Farukhabad	(a)68'00		
Baran to Daltonganj, including colliery branch	(a)182'50		
(i) Agra-Delhi chord—		439'29	
Agra to Delhi	(a)121'16		
Bengal-Nagpur—			
Kolaghat to Howrah	35'37		
Khargpur to Midnapore	(c)8'00		
North Western—			
Campbellpore Cantonment to Basal (New			
Pind-Sultani)	(b)86'75	149'08	
Langar to Mari			
Toba Tek Singh to Khanewal	66'00		
Kotri to Hyderabad (Sind)	6'30		
(ii) Oudh and Rohilkhand—		239'00	
Ghaziabad to Moradabad			
East Coast—			
Godavari bridge at Rajamundry and approaches	4'55		
Great Indian Peninsula—			
Amalner to Jaigaon	34'05		
Chalisgaon to Dhulia	(b)36'00		
(iii) Madras—		135'05	
Calicut to Cannanore	(b)65'00		
Southern Punjab (Delhi-Samastat)—			
Delhi Brewery to Delhi	0'79		
South Behar (Luckeesarai-Gya)—			
Luckeesarai to Gya	79'00		
(iv) Hardwar-Dehra—		23'14	
Hardwar to Dehra	32'01		
Tapti Valley—			
Vyara to Amalner	121'34		
(v) Blue-Goons—			
Goona to Bara	(b)74'12		
(vi) Ludhiana-Dhuri-Jakhal—			
Ludhiana and Dhuri to Jakhal	(a)80'32		

Bengal and North-Western—			
Tirhoot section—			
Hajepore to Begamserai	44'25	161'03	
Garhara to Katihar	116'75		
Company's section—			
Ganges-Gogra Doab lines—			
Azamgarh to Shahganj		33'00	
South Indian—			
Negapatam to Nagore	(c)4'67		
(vii) Assam-Bengal—			
Badarpur to Lumding	113'14		
Lanka to Lakwar	171'54	(b)337'08	927'03
Lakwar to Makum	62'38		
Burma—			
Sedaw to the right bank of the Salween	(b)200'00		
river	57'70	392'20	
Meiktila to Myingyan			
Sagaling to Alon with a river siding to	74'63		
Myimma			
(viii) Eastern Bengal—			
Teesta bridge at Kaunia and approaches	4'87		
Hyderabad (Sind)-Jodhpore frontier—		76'13	
Hyderabad to Jodhpore frontier	(d)71'26		
Bengal Dooras—			
Mailbazar to Hantupara	48'00		
Dam Dim to Bagrakote	6'76	121'76	
Deomoni Hat to Lalmonir Hat	69'00		
(ix) Brahmaputra-Sultapur—		178'77	
Bogra to Keliganj			
Mymensingh-Jamalpur-Jagannathganj—			
Singhanti to Jagannathganj		20'61	
(x) Birur-Shimoga—			
Birur to Shimoga	37'98		
Hyderabad-Godavari Valley—		427'79	
Secunderabad to Manmad	389'51		
Jodhpore-Bikaner—			
Jodhpore section—			
Balotra to the Jodhpore frontier	134'81		
Bikaner section—			
Khari to Lankaransar	8'00	216'21	
Lankaransar to Suratgarh	(c)83'00		
Gigasar to Palana	9'50		
(xi) Oodeypore-Chitor—		206'43	
Debari to Oodeypore			
Jeypore-Sewal-Madhopur—			
Sanganer to Sewal-Madhopur	72'78		
(xii) Raipur-Dhamtari branch (Bengal-Nagpur) (2' 0")—			
Raipur to Dhamtari	45'00	56'67	
Abhanpur to Rajim	11'67		
(xiii) Eastern Bengal—			
Cooch Behar-Santabrari extension (British section) (2' 6")—			
Alipore to Jhauli		20'08	
Ranaghat-Krishnagar (2' 6")—			
Bara Light (2' 6")—		20'20	
(xiv) Bara Road to Pandharpur	(a)33'00	121'20	
Kalka-Simla (2' 0")—			
Kalka to Simla	(a)63'00		
(xv) Rajpipla (2' 6")—			
Umalla to Nanded	12'80		
(xvi) Rewah (2' 6")—		43'90	
Rewah to Sitna	(a)31'00		
Gwalior-Sipri (2' 0")—			
Mohana to Sipri	35'04		
(xvi) Gwalior-Chambalghat—		60'53	
Gwalior to Bhind	(c)48'78		

(a) Commencement of work not yet authorized.

(b) Correction of mileage.

(c) Provisionally sanctioned.

(d) Excluding 55'08 miles of the Hyderabad-Shadipalli standard gauge railway to be converted to the metre gauge.

(e) Excluding 6'54 miles of existing light railway.

\* Made up as follows:—

	Miles.
Completed and in hand at the beginning of 1898-99	26,493'74
Sanctioned during 1898-99	540'63
	26,034'36
Deduct—	
Decrease due to realignment of the Assam-Bengal Railway	6'59
Net decrease due to minor correction of mileage	4'66
	26,022'91
Add—	
Gogra bridge and approaches at Bahramghat, previously omitted	3'27
Increase due to new alignment of the Mari-Attock Railway	6'75
Increase due to new alignment of the Calicut-Cannanore Railway	6'00
Increase due to new alignment of the Mandalay-Kunlon Railway	42'29
	55'30
	26,081'11

5. And the mileage under construction or sanctioned for construction on the 31st March 1899 will be 3,430'15 miles, made up as follows:

	Miles.	Miles.
Standard gauge—		
(i) State lines worked by companies		430'29
(ii) State lines worked by the State		239'60
(iii) Guaranteed companies		135'05
(iv) Assisted companies		233'14
(v) Lines owned by native states and worked by companies		74'12
(vi) Lines owned by native states and worked by State railway agency		80'32
		1,201'52

Metre gauge—

(vii) State lines worked by companies	927'93
(viii) State lines worked by the State	76'13
(ix) Assisted companies	178'77
(x) Lines owned by native states and worked by companies	427'79
(xi) Lines owned and worked by native states	295'43
	1,906'05

Special gauges—

(xii) State lines worked by companies	56'67
(xiii) State lines worked by the State	20'08
(xiv) Assisted companies	121'20
(xv) Lines owned by native states and worked by companies	43'80
(xvi) Lines owned and worked by native states	80'83
	332'58

TOTAL . 3,430'15

Making a grand total of railways completed and in hand at the commencement of 1899-1900 of miles 26,081'11\*

And showing, after allowing for corrections of mileage, an advance on the previous year, of miles 586'09



6. It is expected that the following lengths of unfinished line will be opened for public traffic in 1899-1900 :

	Miles.	Miles.
<i>Standard gauge—</i>		
(i) State lines worked by companies . . . . .	169.63	
(ii) State lines worked by the State . . . . .	142.75	
(iii) Guaranteed companies . . . . .	36.00	
(iv) Assisted companies . . . . .	233.14	
(v) Lines owned by native states and worked by companies . . . . .	74.12	
		655.64
<i>Metre gauge—</i>		
(vi) State lines worked by companies . . . . .	171.67	
(vii) Assisted companies . . . . .	57.01	
(viii) Lines owned by native states and worked by companies . . . . .	347.98	
(ix) Lines owned and worked by native states . . . . .	147.87	
		724.53
<i>Special gauges—</i>		
(x) State lines worked by companies . . . . .	56.67	
(xi) State lines worked by the State . . . . .	20.08	
(xii) Assisted companies . . . . .	20.20	
(xiii) Lines owned by native states and worked by companies . . . . .	12.80	
(xiv) Lines owned and worked by native states . . . . .	80.83	
		190.58
<b>TOTAL</b> . . . . .		1,570.75

Leaving the undermentioned lines for completion in 1900-1901 or later :

	Miles.	Miles.
<i>Standard gauge—</i>		
(xv) State lines worked by companies . . . . .	269.66	
(xvi) State lines worked by the State . . . . .	96.85	
(xvii) Guaranteed companies . . . . .	99.05	
(xviii) Lines owned by native states and worked by State railway agency . . . . .	80.32	
		545.88
<i>Metre gauge—</i>		
(xix) State lines worked by companies . . . . .	756.26	
(xx) State lines worked by the State . . . . .	76.13	
(xxi) Assisted companies . . . . .	121.76	
(xxii) Lines owned by native states and worked by companies . . . . .	79.81	
(xxiii) Lines owned and worked by native states . . . . .	147.56	
		1,181.52
<i>Special gauges—</i>		
(xxiv) Assisted companies . . . . .	101.00	
(xxv) Lines owned by native states and worked by companies . . . . .	31.00	
		132.00
<b>TOTAL</b> . . . . .		1,859.40

	Miles.	Miles.	Miles.
<i>East Indian—</i>			
(i) Moghal Sarai to Gya . . . . .	126.26		
(ii) Bengal-Nagpur—			
Kolkata to Howrah . . . . .	55.37		
Kharagpur to Midnapore . . . . .	(a) 3.00	43.37	169.03
<i>North Western—</i>			
(iii) Cambelpore Cantonment to Basal (New Pind Sultan) . . . . .	88.75		
Langar to Mari . . . . .	56.00		142.75
Toba Tek Singh to Khanewal . . . . .			
<i>Great Indian Peninsula—</i>			
(iv) Chalisgaon to Dhulia . . . . .	0.79		36.00
Southern Punjab (Delhi Samasata)—			
Delhi Brewery to Delhi . . . . .	79.00		
South Behar (Luckeesarai-Gya)—			
Luckeesarai to Gya . . . . .	32.01		233.14
Hardwar-Dehra—			
Hardwar to Dehra . . . . .	121.34		
Tapti Valley—			
Vyara to Amalner . . . . .			
(v) Bina-Goonna—			
Goonna to Bara . . . . .			74.12
<i>Bengal and North-Western—</i>			
(vi) Tirhoot section—			
Hajepore to Begansarai . . . . .	44.25	60.00	
Gorara to Moheshkunt . . . . .	44.76		
(vii) South Indian—			
Nagapattam to Nagore . . . . .	(a) 4.76		171.67
(viii) Assam-Bengal—			
Lumding to Makum . . . . .	18.00		
Burma—			
Sdow to Namaw . . . . .	60.00		
Brahmaputra-Sultapur—			
Bogra to Kaliganj . . . . .	36.20		
(ix) Mymensingh-Jamulpur-Jagannathganj—			
Singhiani to Jagannathganj . . . . .	20.61		57.01
(x) Birur-Shimoga—			
Birur to Shimoga . . . . .	37.99		
(xi) Hyderabad-Godavari Valley—			
Mannad to Runjanee . . . . .	130.00	310.00	347.98
Secunderabad to Limbgaon . . . . .	180.00		
(xii) Odeypore-Chitor—			
Debari to Odeypore . . . . .	6.44		
(xiii) Jodhpore-Bikaner—			
Jodhpore section—			
Balotra to Barmer . . . . .	59.75		
Bikaner section—			
Khari to Lankaransar . . . . .	8.90	68.63	147.87
Jeypore-Sewai-Madhupur—			
Sanganer to Sewai-Madhupur . . . . .	72.78		
<i>Rajpur-Dhamtari branch (Bengal-Nagpur railway) (2' 0")—</i>			
(xv) Rajpur to Dhamtari . . . . .	46.00		56.67
Abhaupur to Rajim . . . . .	11.67		
(xvi) Eastern Bengal—(tooch Behar-Santrabari Extension (British section) (2' 6")—			
Alipur to Jhaol . . . . .			20.08
(xvii) Ranaghat-Krishnanagar (2' 6") . . . . .			20.20
(xviii) Rajpura (2' 6") . . . . .			12.80
(xix) Umalla to Nandod . . . . .			
(xx) Gwalior-Sipli (2' 0") . . . . .			35.04
(xxi) Mohana to Sipli . . . . .			45.79
(xxii) Gwalior-Chambalghat (2' 0") . . . . .			50.83
Gwalior to Bind . . . . .			
<i>East Indian—</i>			
(xv) Shikohabad to Farukhabad . . . . .	(b) 66.00		
Bara to Daltonganj, including colliery branch . . . . .	(b) 82.50		269.66
Agra-Delhi chord . . . . .	(b) 121.16		
Agra to Delhi . . . . .			
<i>North Western—</i>			
(xvi) Kotli to Hyderabad . . . . .	5.30		
Oudh and Rohilkhand—			
Ghaziabad to Moradabad . . . . .	87.00		96.85
<i>East Coast—</i>			
Godavari bridge at Rajahmundry and approaches . . . . .	4.55		
<i>Great Indian Peninsula—</i>			
(xvii) Amalner to Jalgaon . . . . .	31.05		
Madras—			
Calicut to Cannanore . . . . .	65.00		99.05
(xviii) Ludhiana-Dhuri-Jakhal—			
Ludhiana and Dhuri to Jakhal . . . . .			(b) 80.32
<i>Bengal and North-Western—</i>			
(xix) Tirhoot section—			
Moheshkunt to Katihar . . . . .	72.00		
Company's section—			
Azamgarh to Shahganj . . . . .	33.00		
(xx) Assam-Bengal—			
Naderpur to Lumding . . . . .	113.14		
Lumding to Makum . . . . .	209.92		319.06
<i>Burma—</i>			
Namaw to the right bank of the Salween river . . . . .	200.00		
Meiktila to Myingyan . . . . .	57.70		
Sagaling to Alon with a river siding to Myimma . . . . .	74.50		332.20
(xxi) Hyderabad (Sind)-Jodhpore frontier—			
Hyderabad to Jodhpore frontier . . . . .	71.26		
(xxii) Eastern Bengal—			
Teesta bridge at Kaunia and approaches . . . . .	4.87		76.13
(xxiii) Bengal Doon—			
Malbazar to Hantapara . . . . .	46.00		
Dam Dim to Bagrakote . . . . .	8.76		121.76
Deemoni Hat to Lalmonir Hat . . . . .	69.00		
(xxiv) Hyderabad-Godavari Valley—			
Runjanee to Limbgaon . . . . .			79.81
(xxv) Jodhpore-Bikaner—			
Jodhpore section—			
Barmer to Jodhpore frontier . . . . .	75.06		
Bikaner section—			
Lankaransar to Suratgarh . . . . .	(a) 63.00		147.86
Gignsar to Palana . . . . .	9.50		
<i>East Indian—</i>			
(xxvi) Barsi Light (2' 6")—			
Barsi Road to Pandharpur . . . . .	(b) 33.00		
(xxvii) Kalka-Simla (2' 0") . . . . .			101.00
Kalka to Simla . . . . .	(b) 68.00		
(xxviii) Rewah (2' 6")—			
Rewah to Satna . . . . .			(b) 31.00

(a) Provisionally sanctioned.  
(b) Commencement of work not yet authorized.

## APPENDIX.

TABLE I.—Miscellaneous.

	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99. Revised Estimate.	1899-1900. Budget.
Recorded Revenue compared with the recorded expenditure, excluding Capital Expenditure on Public Works not charged against Revenue—										
Surplus . . . . .	3,688,171	467,535	.....	.....	693,110	1,533,998	.....	.....	4,059,400	2,034,500
Deficit . . . . .	.....	.....	853,413	1,546,998	.....	.....	1,705,032	5,359,211	.....	.....
Capital Expenditure on Public Works not charged against Revenue* . . . . .	3,395,632	3,900,000	3,986,300	3,891,352	4,445,231	4,087,194	4,084,413	4,398,541	3,570,300	4,315,000
Capital charge involved in Redemption of Liabilities . . . . .	4,693,557	.....	.....	.....	.....	.....	.....	.....	.....	.....
Net Public Debt Incurred . . . . .	6,293,714	3,038,493	—376,495	4,043,311	4,322,639	—586,412	5,407,535	6,077,779	2,867,600	—190,000
Net Public Debt Incurred, including Capital transactions with Guaranteed Railways and other Companies . . . . .	3,639,498	1,891,901	315,875	3,331,845	4,173,650	—773,349	6,102,577	4,679,943	1,396,700	—1,447,000
Value of commodities exported, excluding Gold and Silver . . . . .	100,327,000	108,173,000	104,293,000	106,503,000	108,014,000	114,335,000	103,084,000	97,632,000		
Ditto Imported, ditto . . . . .	71,075,000	69,432,000	66,465,000	77,091,800	73,529,000	72,937,000	76,104,000	71,660,000		
Excess of Exports over Imports, excluding Gold and Silver . . . . .	28,252,000	38,741,000	40,330,000	29,412,000	35,385,000	41,398,000	27,880,000	25,973,000		
Net Imports of Gold . . . . .	5,659,000	2,414,000	—2,813,000	6,410,000	—4,074,000	2,535,000	2,391,000	4,999,000		
Ditto of Silver . . . . .	14,175,000	9,032,000	11,564,000	13,730,000	6,329,000	6,582,000	5,895,000	8,473,000		
Total Net Imports of Gold and Silver . . . . .	19,834,000	11,446,000	10,751,000	14,101,000	1,355,000	9,117,000	8,147,000	13,472,000		
Excess of Exports over Imports, including Gold and Silver . . . . .	8,415,000	27,305,000	36,779,000	15,121,000	34,636,000	32,500,000	19,733,000	10,591,000		
Grand Total value of Imports and Exports of all kinds . . . . .	196,450,000	195,615,000	196,590,000	206,086,000	200,350,000	204,899,000	198,110,000	198,772,000		
Secretary of State's Bill Sold (Rupees) . . . . .	21,18,59,300	21,08,38,115	26,47,81,131	15,72,36,031	30,06,98,798	31,08,34,373	25,75,70,106	14,81,28,010	28,500,000	25,001,700
Sterling Equivalent received . . . . .	13,99,90,334	16,00,38,54	16,33,215	9,50,235	16,99,5102	17,66,4402	15,53,547	9,60,077	10,000,000	17,000,000
Silver coined at the Indian Mints . . . . .	13,19,14,473	5,551,970	12,61,538	4,99,499	94,394	292,713	568,665	985,681		
Maximum price in Pence of an oz. Troy, Standard Silver in London . . . . .	54½ (Sept.)	46½ (July)	41½ (June)	38½ (June)	30½ (Aug.)	31½ (Feb.)	31½ (June)	28½ (April)	28½ (Sept.)	
Minimum ditto . . . . .	43½ (April)	39 (Mar.)	37½ (Mar.)	27 (Mar.)	27½ (Dec. and Jan.)	29½ (April)	28½ (March)	25½ (April)	25½ (April)	
Average Exchange upon Secy. of State's Bills sold per rupee . . . . .	18. 6894.	11. 4734.	11. 2884.	11. 2544.	11. 170654.	11. 163344.	11. 24964.	11. 37594.	11. 44.	
Fixed Rate of Exchange for the Adjustment of transactions between the Indian and Imperial Treasuries . . . . .	11. 54.	11. 644.	11. 444.	11. 344.	11. 344. 1st quarter. For the remaining quarters, 11. 144.	11. 144.	11. 144.	11. 244.	11. 344.	
Maximum Rate of Discount on Loans on demand at the Bank of Bengal, Calcutta . . . . .	12 (April)	5 (Jan.—Mar.)	6 (Jan.)	10 (Feb.)	9 (April)	7 (Feb.)	10 (Dec. 23 to March 31.)	12 (Feb. 24 to Mar. 31.)	12 (1 to 27 April.)	

\* Excludes Capital charge involved in redemption of 1 liabilities.

† In calculating this rate, a re-convertance to India of Rs. 1,000,000 by means of Bank drafts is taken into account.



	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99. Revised Estimate.	1899-1900. Budget.
Minimum RATE OF DISCOUNT ON LOANS ON DEMAND AT THE BANK OF BENGAL, CALCUTTA . . . . .	3 (Aug. to Feb.)	2 (Aug. & Sept.)	3 (May to Dec.)	4 (June 20 to Nov. 13) & (Nov. 30 to Jan. 10, & Sept.)	3 (Sept. 6th to Jan. 10th)	3 (July 25 to Nov. 13)	3 (July 2 to Sep. 2)	5 (July 15 to Sep. 8 & 14, Nov. 10 to 15 Dec.)	4 (July 28 to Sept. 7)	
Maximum RATE OF DISCOUNT AT THE BANK OF ENGLAND . . . . .	6 (Nov.)	5 (May & June)	3 (Apr. 1, Oct., Nov., Dec., & Jan.)	5 (Aug. & Sept.)	3	3	4	3 (Oct. to Mar.)	4 (Apr. & Oct. to Jan.)	
Minimum ditto . . . . .	3 (Apr., May, June, Feb. & Mar.)	2½ (July, Aug. & Sept.)	3 (May to Oct.)	3 (Feb. & Mar.)	3	3	3	3 (May to Sept.)	2½ (July to Sept.)	
Maximum GOVT. BALANCE AT THE THREE PRESIDENTIAL BANKS . . . . . Rs.	4,083,300 (June)	4,743,700 (June)	4,123,600 (May)	3,685,400 (June)	4,393,000 (Jan.)	4,161,000 (May)	3,914,200 (Aug.)	3,270,600 (Mar.)	3,482,300 (Aug.)	
Minimum ditto . . . . . Rs.	2,637,300 (Oct.)	2,871,600 (Oct.)	2,751,000 (Nov.)	3,016,400 (Nov.)	3,165,700 (Nov.)	3,001,500 (Nov.)	2,011,000 (Nov.)	2,035,300 (Sept.)	2,767,400 (Nov.)	
Maximum price in Calcutta of GOVT. 4 PER CENT. RUPEE SECURITIES . . . . .	106-6 (Jan.)	108-4 (June)	109-2 (May)	108-11 (June)	109-2 (June)	.....	.....	.....	.....	
Minimum ditto . . . . .	99-7 (Apr.)	104-10 (Feb.)	103-7 (Sept.)	99-4 (Feb.)	104-3 (May)	.....	.....	.....	.....	
Maximum price in Calcutta of GOVT. 3½ PER CENT. RUPEE SECURITIES (GUARANTEED) . . . . .	.....	.....	.....	.....	105-7 (March)	109-8 (Oct.)	110-15 (May)	104-1 (May 21)	101-11 (Feb. 22)	
Minimum ditto . . . . .	.....	.....	.....	.....	102-9 (Jan.)	104-15 (Jan.)	98-11 (Feb.)	94-4 (Jan. 7)	92-10 (Apr. 22)	
Maximum price in Calcutta of 3 PER CENT. RUPEE SECURITIES . . . . .	.....	.....	.....	.....	.....	.....	105 (Aug.)	97-4 (May & June)	95-0 (Mar. 8)	
Minimum ditto . . . . .	.....	.....	.....	.....	.....	.....	97 (Jan. to Mar.)	90-0 (Jan. to Mar.)	85 (Nov. 16 to Jan. 17)	
Maximum amount outstanding on London Register of SECURITIES ENTRUSTED FOR INTEREST DRAFFS . . . . . Rs.	26,724,500 (Mar.)	27,031,500 (Feb.)	27,256,500 (Apr.)	25,978,300 (July)	23,634,600 (Apr.)	25,354,200 (Nov.)	26,617,200 (Nov.)	23,473,000 (Apr.)	.....	
Minimum ditto . . . . . Rs.	21,098,900 (Apr.)	26,531,900 (Aug.)	25,027,100 (Mar.)	24,127,500 (Mar.)	13,731,000 (Dec.)	24,050,200 (Apr.)	23,025,700 (Mar.)	21,300,500 (Mar.)	.....	
Maximum price in London of 4 PER CENT. (RUPEE) SECURITIES IN GOLD . . . . .	90½ (Aug.)	78½ (July)	70½ (June)	71 (June)	59½ (Aug.)	.....	.....	.....	.....	
Minimum ditto . . . . .	70½ (Apr.)	66½ (Mar.)	64½ (Aug.)	56½ (Feb.)	53½ (May)	.....	.....	.....	.....	
Maximum price in London of 3½ PER CENT. (RUPEE) SECURITIES IN GOLD . . . . .	.....	.....	.....	.....	58½ (March)	65½ (Feb.)	65½ (Aug.)	64½ (Jan.)	67½ (Mar.)	
Minimum ditto . . . . .	.....	.....	.....	.....	53½ (Jan.)	57½ (Apr. and May)	60 (Oct.)	60½ (Dec.)	61½ (Oct. & Nov.)	
Maximum price in London of India 3½ PER CENT. STOCK . . . . .	110 (Feb.)	106½ (Apr.)	110 (Mar.)	110½ (Apr.)	116 (Feb.)	120½ (Feb.)	127½ (Apr.)	119½ (Aug.)	117½ (Jan.)	
Minimum ditto . . . . .	104½ (Nov.)	103½ (June)	105 (Aug.)	106½ (Sept.)	108½ (June)	114½ (Apr.)	114½ (Sept.)	112½ (Mar.)	111 (Oct.)	
Maximum price in London of India 3 PER CENT. STOCK . . . . .	100½ (Apr.)	97½ (Apr.)	100½ (Mar.)	100½ (Apr.)	105 (Jan.)	111½ (Feb.)	115½ (May)	112½ (Mar.)	109 (May)	
Minimum ditto . . . . .	94½ (Nov.)	93 (June)	95 (Aug.)	97 (Sept.)	98½ (June)	102½ (May)	106 (Oct.)	105 (Mar.)	103½ (Oct.)	
Maximum price in London of India 2½ PER CENT. STOCK . . . . .	.....	.....	.....	.....	.....	.....	109 (June)	94½ (Apr.)	93½ (June)	
Minimum ditto . . . . .	.....	.....	.....	.....	.....	.....	95½ (Sept.)	93 (Mar.)	84½ (Oct.)	
Maximum GOVERNMENT PAPER CURRENCY OUTSTANDING . . . . . Rs.	27,660,300 (Jan.)	27,040,700 (July)	29,065,000 (Aug.)	30,515,000 (Jan.)	34,355,400 (Nov.)	33,428,600 (July)	29,589,000 (July)	24,764,000 (Mar.)	26,985,100 (Mar.)	
Minimum ditto . . . . . Rs.	17,419,600 (Apr.)	22,624,200 (Jan.)	21,958,100 (Apr.)	24,216,000 (Apr.)	20,500,000 (Jan.)	25,040,700 (March)	23,576,500 (Feb.)	22,801,600 (May)	23,121,200 (May)	
Number of SAVINGS BANKS . . . . .	6,642	6,642	6,594	6,544	6,594	6,530	6,596	6,484	.....	
Number of depositors in Savings Bank . . . . .	475,329	528,753	588,477	644,658	683,209	716,554	743,115	755,426	.....	
Amount deposited in Savings Bank . . . . . Rs.	8,063,241	8,886,372	9,774,666	10,332,541	10,335,017	11,121,152	10,886,798	10,556,734	.....	
Average of each deposit . . . . .	17	17	17	16	15	15	15	14	.....	
Net addition to deposits . . . . . Rs.	539,373	844,131	838,253	847,885	212,476	596,235	—324,600	—330,059	.....	

## APPENDIX.

## COMMERCIAL AND FINANCIAL STATISTICS.

TABLE II.—Statement showing the true financial results to the Revenues of India of the guarantee of interest upon the Capital of Guaranteed Railway Companies.

	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	Revised Estimate, 1898-99.	Budget Estimate, 1899-1900.
	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
Open mileage at end of official year .	2,587	2,587	2,587	2,588	2,588	2,592	2,628
	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
Gross traffic receipts . . . . .	6,461,042	6,124,166	6,255,131	5,685,180	5,414,596	6,355,000	6,465,000
Working expenses . . . . .	3,077,230	3,073,855	2,979,893	3,051,016	3,213,204	3,360,000	3,272,500
Percentage of working expenses on receipts . . . . .	47.63	50.19	47.64	53.67	59.34	52.87	50.62
Net traffic receipts . . . . .	3,383,812	3,050,311	3,275,238	2,634,164	2,201,392	2,995,000	3,192,500
Net gain by the remittance to England of Capital receipts and disbursements in India at the contract rates of exchange instead of at the average yearly rates obtained for the Secretary of State's bills . . . .	...	...	...	...	...	...	...
Total Revenue .	3,383,812	3,050,311	3,275,238	2,634,164	2,201,392	2,995,000	3,192,500
Gross guaranteed interest paid in India	2,495	6,352	2,822	8,225	8,899	10,900	8,200
Ditto in London £	2,154,720	2,154,714	2,161,563	2,160,967	2,154,784	2,162,500	2,185,300
Total guaranteed interest (sterling payments converted at the average exchange of the year) . . . . .	3,557,493	3,953,754	3,806,675	3,597,232	3,377,084	3,254,600	3,338,200
Surplus paid to Railway Companies .	571,255	600,695	501,507	447,302	110,302	374,200	467,000
Land and Supervision . . . . .	34,003	31,541	28,808	28,083	15,911	41,700	96,500
Net loss on receipts and disbursements of Capital in India calculated in the same way as the gain . . . . .	133,548	74,262	87,265	83,148	110,462	118,500	91,000
Total Expenditure .	4,296,299	4,660,252	4,424,255	4,155,765	3,613,759	3,789,000	3,992,700
Net Expenditure from the Public Treasury . . . . .	912,487	1,609,941	1,149,017	1,521,601	1,412,367	794,000	800,200
Net Revenue . . . . .	...	...	...	...	...	...	...



## APPENDIX.

## COMMERCIAL AND FINANCIAL STATISTICS.

TABLE III.—Actual Capital expenditure on State Railways in 1897-98, and estimated expenditure on such works in 1898-99 and 1899-1900, and to end of 1899-1900.

RAILWAYS.	To end of 1896-97.	Accounts, 1897-98.	Revised Estimate, 1898-99.	Budget Estimate, 1899-1900.	To end of 1899-1900.	Sanctioned outlay.	Balance remaining unspent.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
<b>OPEN LINES.</b>							
East Indian . . . . .	17,181,971	1,289,419	1,450,000	1,500,000	21,421,390	21,421,390	...
Rajputana-Malwa System . . . . .	15,043,146	—95,510	1,600	90,000	15,039,236	15,039,236	...
Palanpur-Deesa . . . . .	23,325	2	...	...	23,327	23,327	...
Bhopal . . . . .	234,589	2,124	5,400	10,000	252,113	252,113	...
Wardha Coal . . . . .	499,633	...	...	...	499,633	499,633	...
Warora Colliery . . . . .	193,266	—7,603	—6,300	—2,100	177,263	177,263	...
Umaria Colliery . . . . .	116,593	2,533	—7,100	—100,000	12,026	12,026	...
Burma . . . . .	7,867,504	—175,714	...	...	7,691,790	7,691,790	...
Jorhat . . . . .	89,563	702	4,500	1,400	96,165	96,165	...
Cherra-Companyganj . . . . .	77,377	—465	...	...	76,912	76,912	...
Eastern Bengal . . . . .	9,265,019	399,423	150,500	327,500	10,142,442	10,142,442	...
Tirhoot . . . . .	2,586,709	25,558	157,000	40,000	2,809,267	2,809,267	...
Oudh and Rohilkhand . . . . .	11,829,379	55,115	95,700	92,900	12,073,094	12,073,094	...
Lucknow-Bareilly . . . . .	512,114	...	...	...	512,114	512,114	...
North Western . . . . .	40,213,713	—65,896	228,300	284,700	40,660,817	40,660,817	...
Guntakal-Mysore frontier . . . . .	590,130	132	—400	...	589,862	589,862	...
South Indian . . . . .	7,357,054	—30,126	—200,000	50,000	7,176,928	7,176,928	...
Dhond and Manmad . . . . .	1,138,955	1,776	5,500	16,000	1,162,231	1,162,231	...
Mayavaram-Mutupet . . . . .	246,944	2,761	—300	2,200	251,605	251,605	...
Hyderabad-Shadipalli . . . . .	182,986	794	...	...	183,780	183,780	...
Petroleum Operations . . . . .	11,919	...	...	...	11,919	11,919	...
Frontier Railway Reserve Mate- rial . . . . .	439,034	81	—2,800	...	436,315	436,315	...
Peshawar Railway Reserve Mate- rial . . . . .	36,776	...	...	...	36,776	36,776	...
Bezwada-Madras (Ennore Sec- tion) . . . . .	58,205	1,554	200	...	59,959	59,959	...
East Coast(a) . . . . .	5,773,612	59,901	60,000	40,000	5,933,513	5,933,513	...
<b>TOTAL</b> . . . . .	<b>121,569,516</b>	<b>1,466,561</b>	<b>1,941,800</b>	<b>2,352,600</b>	<b>127,330,477</b>	<b>127,330,477</b>	<b>...</b>
<b>LINES UNDER CONSTRUCTION.</b>							
Cooch Behar Santrabari . . . . .	300	7,722	30,300	12,500	50,822	50,900	78
Brahmaputra-Sultanpur—(Roll- ing Stock) . . . . .	...	...	36,600	8,800	45,400	45,400	...
Mymensingh-Jamalpur—(Rolling Stock) . . . . .	...	...	40,700	9,400	50,100	50,100	...
Assam-Bengal (Construction) . . . . .	2,150,848	662,678	1,134,400	762,000	4,709,926	10,358,800	5,648,874
Ditto Chittagong Jetties . . . . .	...	...	46,000	18,000	64,000	64,000	...
Ditto (Land) . . . . .	310,067	21,585	22,000	20,000	373,652	505,000	131,348
Rae Bareli-Benares . . . . .	318,771	443,711	54,400	...	816,882	843,400	26,518
Hurdwar-Dehra—Rolling Stock . . . . .	...	...	7,800	27,200	35,000	35,000	...
Indus Bridge . . . . .	98,813	70,676	108,400	35,000	312,889	313,000	111
Mari-Attock . . . . .	1,131,942	245,435	142,500	25,000	1,544,877	1,611,500	66,623
Nowshera-Dargai . . . . .	...	...	...	120,000	120,000	120,000	...
Bhatinda-Ferozepore (Conversion) . . . . .	...	108,241	64,700	...	172,941	178,800	5,859
Bezwada-Madras . . . . .	949,895	696,916	669,200	30,000	2,346,011	2,346,400	389
Shadipalli-Jodhpore Frontier . . . . .	1,877	799	100,300	99,000	201,976	378,900	176,924
Hajipur-Begum Serai-Katihar ex- tension . . . . .	157,568	446,868	250,000	200,000	1,054,436	1,223,100	168,664
Lyalpur-Khanewal . . . . .	6,039	124,722	90,200	75,000	295,961	296,000	39
Southern Punjab—Rolling Stock . . . . .	...	202,467	202,800	2,700	407,967	411,200	3,233
Rajbari-Fareedpur . . . . .	2,313	54,556	26,100	...	82,969	136,000	53,031
Godavari Bridge . . . . .	17,286	136,492	166,400	200,000	520,178	597,000	76,822
Rungpur-Dhubri Extension and Teesta Bridge . . . . .	...	10,847	46,100	211,500	268,447	620,700	352,253
Jullunder-Hoshiarpore . . . . .	1,689	—138	—100	...	1,451	1,500	49
Ludhiana-Ferozepore . . . . .	2,254	577	...	...	2,831	2,900	69
Agra-Delhi Chord . . . . .	3,164	3,029	...	...	6,193	907,600	901,407
Ghaziabad-Moradabad . . . . .	...	...	238,000	339,200	577,200	823,000	245,800
Madura-Paumben . . . . .	...	...	...	100,000	100,000	459,000	359,000
Tinnevely-Quilon . . . . .	...	...	...	70,000	70,000	250,000	180,000
<b>TOTAL</b> . . . . .	<b>5,152,826</b>	<b>3,237,183</b>	<b>3,476,800</b>	<b>2,365,300</b>	<b>14,232,109</b>	<b>22,629,200</b>	<b>8,397,091</b>
Carried forward . . . . .	<b>126,722,342</b>	<b>4,703,744</b>	<b>5,418,600</b>	<b>4,717,900</b>	<b>141,562,586</b>	<b>149,959,677</b>	<b>8,397,091</b>

(a) Includes Bezwada Extension Railway.

## APPENDIX.

TABLE III.—Actual Capital expenditure on State Railways in 1897-98, and estimated expenditure on such works in 1898-99 and 1899-1900, and to end of 1899-1900—concluded.

RAILWAYS.	To end of 1896-97.	Accounts, 1897-98.	Revised Estimate, 1898-99.	Budget Estimate, 1899-1900.	To end of 1899-1900.	Sanctioned outlay.	Balance remaining unspent.
	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
Brought over	126,722,342	4,703,744	5,418,600	4,717,900	141,562,586	149,959,677	8,397,091
<b>LINES IN ABEYANCE OR TRANSFERRED TO COMPANIES, ETC.</b>							
Ranaghat-Bhagwangola . . .	30,244	...	...	...	30,244	30,244	...
Southern Mahratta (Depreciation on stores, etc.) . . .	52,707	...	...	...	52,707	52,707	...
Bellary-Kistna . . .	1,657,841	...	...	...	1,657,841	1,657,841	...
Bilaspur-Etawah . . .	7,514	...	...	...	7,514	7,514	...
Vizagapatam-Raipur . . .	24,504	...	...	...	24,504	24,504	...
Nagpur-Chhattisgarh Deprecia- tion Account . . .	65,703	...	...	...	65,703	65,703	...
TOTAL	1,838,513	...	...	...	1,838,513	1,838,513	...
Stores . . .	125,598	—87,263	—13,000	—73,900	—48,565	—48,565	...
Add—Reserve . . .	...	...	—250,000	64,600	—185,400	—185,400	...
	128,686,453	4,616,481	5,155,600	4,708,600	143,167,134	151,564,225	8,397,091
Deduct—Amount provided for Capital outlay on East Indian Railway by the issue of Ster- ling Debentures . . .	1,707,399	980,684	1,573,800	750,000	5,011,883	5,011,883	...
TOTAL	126,979,054	3,635,797	3,581,800	3,958,600	138,155,251	146,552,342	8,397,091
<b>Distributed as under—</b>							
<b>CAPITAL EXPENDITURE ON PUBLIC WORKS (not charged against Revenue)—</b>							
State Railways—Construc- tion . . .	78,009,839	3,632,005	2,882,200	3,465,000	87,989,044		
Redemption of Liabilities . .	33,553,451	...	...	...	33,553,451		
<b>FAMINE RELIEF AND INSU- RANCE—</b>							
Protective Railways . . .	6,550,931	...	695,100	490,000	7,736,331		
<b>CONSTRUCTION OF RAILWAYS (charged against Revenue in addition to that under Famine Insurance) . . .</b>							
	6,506,039	3,792	4,200	3,600	6,517,631		
<b>PRELIMINARY EXPENDITURE charged against Revenue and Exchange prior to 1884-85 . .</b>							
	2,358,794	...	...	...	2,358,794		
TOTAL AS ABOVE	126,979,054	3,635,797	3,581,800	3,958,600	138,155,251	146,552,342	8,397,091

\* Represents depreciation on works and stores allowed by Government on transfer to the Company.



## APPENDIX.

## COMMERCIAL AND FINANCIAL STATISTICS.

TABLE IV.—Capital Expenditure on Irrigation—Major Works, in 1897-98, and estimated expenditure on such works in 1898-99 and 1899-1900, and to the end of 1899-1900.

	Actual outlay to end of 1896-97.	Accounts, 1897-98.	Revised Estimate, 1898-99.	Budget Estimate, 1899-1900.	Total Actual and estimated outlay to end of 1899-1900.	Sanctioned estimate.	Balance of sanctioned estimate remaining to be spent.
<b>IRRIGATION WORKS.</b>							
<b>CAPITAL EXPENDITURE NOT CHARGED AGAINST REVENUE.</b>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
<i>Bengal.</i>							
Orissa Canals . . . . .	2,565,608	6,359	6,800	6,700	2,585,467	...	
Midnapore Canal . . . . .	827,572	504	...	...	828,076	...	
Hijili Tidal Canal . . . . .	255,142	30	...	...	255,172	...	
Sone Canals . . . . .	2,598,096	—10,652	—3,300	2,800	2,586,944	...	
<i>North-Western Provinces and Oudh.</i>							
Ganges Canal . . . . .	2,810,630	8,513	7,900	7,500	2,834,543	...	
Lower Ganges Canal . . . . .	3,239,472	13,176	43,200	31,800	3,327,648	...	
Ditto Fatehpur Branch . . . . .	130,386	91,637	63,600	42,600	328,223	342,000	13,777
Agra Canal . . . . .	885,440	—308	2,100	3,700	890,932	...	
Eastern Jumna Canal . . . . .	359,176	3,391	2,000	4,400	368,967	...	
<i>Punjab.</i>							
Western Jumna Canal (including Sirsa Branch) . . . . .	1,501,945	42,697	48,600	45,000	1,638,242	...	
Bari Doab Canal . . . . .	1,733,949	10,302	10,400	32,500	1,787,151	...	
Sirhind Canal (State outlay) . . . . .	2,293,756	4,092	16,100	15,000	2,328,948	...	
Chenab Canal . . . . .	1,995,172	220,383	151,500	80,000	2,447,055	...	
Jhelum Canal . . . . .	10,566	9,220	36,200	210,000	265,986	1,202,400	936,414
<i>Madras.</i>							
Godavari Delta System . . . . .	1,099,698	7,882	10,800	6,000	1,124,380	...	
Kistna Delta System . . . . .	1,196,171	38,898	18,300	22,500	1,275,869	...	
Sangam Anicut System . . . . .	313,254	1,840	2,100	4,900	322,094	...	
Periyar Project . . . . .	813,002	16,283	14,200	7,400	850,885	...	
<i>Bombay.</i>							
Desert Canal . . . . .	123,171	518	1,400	6,200	131,289	...	
Begari „ . . . . .	163,422	1,439	...	1,300	166,161	...	
Eastern Nara Works . . . . .	601,930	4,568	6,200	6,200	618,898	...	
Jamrao Canal . . . . .	245,098	131,128	142,200	133,900	652,326	696,700	44,374
Mutha Canals . . . . .	636,389	205	3,200	1,700	641,494	...	
<i>Other projects . . . . .</i>	3,351,991	103,041	125,600	194,500	3,775,132	...	
<i>Deduct—Outlay incurred from Ordinary Revenues and ex- change prior to 1884-85 . . . . .</i>	29,751,036	705,146	709,100	866,600	32,031,882		
<i>TOTAL . . . . .</i>	6,029,718	12,715	16,900	16,600	6,075,933	...	
<i>TOTAL . . . . .</i>	23,721,318	692,431	692,200	850,000	25,955,949	...	
<b>FAMINE RELIEF AND INSURANCE.</b>							
<b>PROTECTIVE IRRIGATION WORKS.</b>							
<i>North-Western Provinces and Oudh.</i>							
Betwa Canal . . . . .	406,415	1,940	400	6,800	415,555	...	
<i>Punjab.</i>							
Swat River Canal . . . . .	383,264	2,132	3,100	10,000	398,496	...	
<i>Madras.</i>							
Rushikulya Project . . . . .	411,122	14,401	6,800	3,100	435,423	436,800	1,377
<i>Bombay.</i>							
Nira Canal . . . . .	534,096	423	800	400	535,719	573,500	37,781
<i>Other projects . . . . .</i>	411,207	18,621	2,400	9,700	441,928	...	
<i>Deduct—Outlay incurred from Ordinary Revenues . . . . .</i>	2,146,104	37,517	13,500	30,000	2,227,121	...	
<i>TOTAL . . . . .</i>	285,433	...	...	...	285,433	...	
<i>TOTAL . . . . .</i>	1,860,671	37,517	13,500	30,000	1,941,688	...	
<b>GRAND TOTAL . . . . .</b>	25,581,989	729,948	705,700	880,000	27,897,637	...	

## APPENDIX.

## COMMERCIAL AND FINANCIAL STATISTICS.

TABLE V.—Gross traffic receipts, working expenses, and net traffic receipts of Guaranteed and State Railways for five years ending 1897-98, with Revised Estimates for 1898-99 and Budget Estimates for 1899-1900.

	ACCOUNTS.					Revised Estimate, 1898-99.	Budget Estimate, 1899-1900.
	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.		
	<i>M.</i>	<i>M.</i>	<i>M.</i>	<i>M.</i>	<i>M.</i>	<i>M.</i>	<i>M.</i>
GUARANTEED RAILWAYS.							
Open mileage at beginning of year . . . . .	2,587	2,587	2,587	2,587	2,588	2,588	2,592
<i>Gross Traffic Receipts.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
Madras . . . . .	1,049,883	1,054,139	1,117,841	1,099,808	1,139,730	1,025,000	1,090,000
Bombay, Baroda and Central India . . . . .	1,518,105	1,630,225	1,785,916	1,521,541	1,401,789	1,640,000	1,650,000
Great Indian Peninsula . . . . .	3,893,054	3,439,802	3,351,374	3,063,831	2,873,077	3,690,000	3,720,000
Ditto Extensions . . . . .	...	...	...	...	...	...	5,000
TOTAL . . . . .	6,461,042	6,124,166	6,255,131	5,685,180	5,414,596	6,355,000	6,465,000
<i>Working Expenses.</i>							
Madras . . . . .	519,380	540,037	530,520	550,740	550,583	530,000	530,000
Bombay, Baroda and Central India . . . . .	539,789	596,400	653,625	716,246	788,933	730,000	740,000
Great Indian Peninsula . . . . .	2,018,061	1,937,418	1,795,748	1,784,030	1,873,688	2,100,000	2,000,000
Ditto Extensions . . . . .	...	...	...	...	...	...	2,500
TOTAL . . . . .	3,077,230	3,073,855	2,979,893	3,051,016	3,213,204	3,360,000	3,272,500
<i>Net Traffic Receipts.</i>							
Madras . . . . .	530,503	514,102	587,321	549,068	589,147	495,000	560,000
Bombay, Baroda and Central India . . . . .	978,316	1,033,825	1,132,291	805,295	612,856	910,000	910,000
Great Indian Peninsula . . . . .	1,874,993	1,502,384	1,555,626	1,279,801	999,389	1,590,000	1,720,000
Ditto Extensions . . . . .	...	...	...	...	...	...	2,500
TOTAL . . . . .	3,383,812	3,050,311	3,275,238	2,634,164	2,201,392	2,995,000	3,192,500



## APPENDIX.

STATE RAILWAYS.	ACCOUNTS.					Revised Estimate, 1898-99.	Budget Estimate, 1899-1900.
	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.		
	M.	M.	M.	M.	M.	M.	M.
(a) Open mileage at beginning of year	13,461	13,086	14,146	14,721	15,378	15,583	16,696
<i>Gross Traffic Receipts.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
East Indian . . . . .	5,122,906	5,248,525	5,493,794	5,450,916	5,884,481	6,050,300	6,000,300
Rajputana-Malwa System . . . . .	2,315,015	2,513,124	2,350,825	2,010,983	1,974,470	2,360,000	2,350,000
Bhopal . . . . .	16,916	16,163	14,266	16,369	15,221	19,000	20,000
Palampur-Deesa . . . . .	1,458	3,861	3,754	5,186	3,969	4,000	4,500
Warora Colliery . . . . .	56,147	51,955	54,597	52,065	55,226	60,000	60,000
Wardha Coal . . . . .	21,086	22,024	19,355	20,608	19,886	20,800	20,000
Bengal-Nagpur . . . . .	680,890	679,214	657,924	612,899	615,311	720,000	820,000
Umaria Colliery . . . . .	37,214	42,023	39,620	39,133	38,506	48,300	...
Burma . . . . .	619,009	595,544	655,301	739,281	869,276	865,000	900,000
Mu Valley . . . . .	28,076	32,291	40,853	64,981			
Assam-Bengal . . . . .	...	...	42,536	66,445	106,551	135,000	160,000
Jorhat . . . . .	7,093	7,357	8,076	9,180	10,723	9,600	9,600
Cherra-Companyganj . . . . .	2,298	2,488	2,565	2,698	571	700	3,500
Eastern Bengal . . . . .	1,249,481	1,438,629	1,431,568	1,500,587	1,530,213	1,410,000	1,550,000
Bengal and North-Western and Tirhoot . . . . .	524,159	567,284	567,201	565,006	625,039	670,000	740,000
Bengal Central . . . . .	78,110	84,226	93,603	93,515	118,370	101,000	110,000
Cudh and Rohilkhand . . . . .	898,055	1,105,338	974,518	818,621	882,106	1,005,000	1,020,000
Indian Midland . . . . .	432,366	527,667	454,476	485,746	568,634	575,000	600,000
Lucknow-Bareilly . . . . .	76,662	98,727	81,357	79,335	89,902	105,000	105,000
North Western . . . . .	3,031,471	3,254,187	3,485,691	2,887,907	3,482,821	3,660,000	3,650,000
South Indian . . . . .	781,522	831,320	903,488	899,281	894,402	830,000	860,000
Mysore . . . . .	159,574	146,404	160,769	158,407	189,931	125,000	150,000
Bezwada Extension . . . . .	9,292	18,648	231,152	265,982	306,218	310,000	420,000
East Coast including Bezwada- Madras . . . . .	75,055	158,933					
Bezwada-Madras (Ennore Section) . . . . .	...	...	...	6,133	6,387	4,400	6,000
Guntakal-Mysore Frontier . . . . .	29,183	38,280	44,682	48,663	63,683	37,500	50,000
Mayavaram-Mutupet . . . . .	...	21,179	24,654	25,720	25,837	24,000	26,000
Dhond and Manmad* (net) . . . . .	34,857	38,199	40,824	36,739	28,127	29,000	30,000
Southern Mahratta . . . . .	576,958	593,923	663,701	658,845	617,498	495,000	550,000
Hyderabad-Shadipalli . . . . .	14,253	14,642	17,549	18,373	21,166	22,500	22,500
<b>TOTAL</b>	<b>16,879,106</b>	<b>18,152,155</b>	<b>18,558,699</b>	<b>17,639,604</b>	<b>19,044,525</b>	<b>19,696,100</b>	<b>20,237,400</b>

\* The working of this line was transferred to the Great Indian Peninsula Railway from 1st January 1881; the Government of India receive only a percentage of the gross receipts.

(a) Includes the length of the Bengal and North-Western Railway.

## APPENDIX.

	ACCOUNTS.					Revised Estimate, 1898-99.	Budget Estimate, 1899-1900.
	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.		
<i>Working Expenses.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
East Indian . . . . .	1,564,367	1,758,964	1,884,547	1,849,021	1,953,204	2,270,000	2,160,000
Rajputana-Malwa System . . . . .	1,080,780	1,159,520	1,161,503	1,026,902	993,044	1,190,000	1,170,000
Hyderabad . . . . .	11,712	10,018	9,654	10,094	9,108	11,000	11,000
Palampur-Deesa . . . . .	568	2,780	2,686	3,588	2,742	2,800	3,200
Warora Colliery . . . . .	56,683	48,099	40,212	34,772	39,593	43,000	43,000
Wardha Coal . . . . .	12,164	13,095	11,719	12,222	14,033	13,800	12,000
Bengal-Nagpur . . . . .	329,705	334,855	329,530	352,521	317,083	370,000	450,000
Umari Colliery . . . . .	34,277	40,041	39,293	39,692	37,723	45,400	...
Burma . . . . .	365,924	350,344	347,382	380,052	519,781	525,000	530,000
Mu Valley . . . . .	55,342	50,354	62,545	81,768			
Assam-Bengal . . . . .	...	...	32,686	67,523	89,761	140,000	125,000
Jorhat . . . . .	5,658	5,913	7,435	7,263	8,170	8,000	7,500
Cherra-Companyganj . . . . .	1,975	2,046	2,311	2,591	6,863	10,000	3,500
Eastern Bengal . . . . .	542,513	572,185	560,968	604,068	666,421	640,000	700,000
Bengal and North-Western and Tirhoot . . . . .	389,490	411,373	437,903	437,276	443,359	490,000	570,000
Bengal Central . . . . .	55,114	58,282	61,152	69,228	81,320	72,800	75,000
Oudh and Rohilkhand . . . . .	377,963	482,205	500,857	450,084	461,517	490,000	510,000
Indian Midland . . . . .	285,654	300,423	284,851	289,970	312,564	315,000	332,000
Lucknow-Bareilly . . . . .	47,921	60,199	53,638	52,459	53,498	60,000	60,000
North Western . . . . .	1,908,197	1,903,434	1,876,863	1,710,588	1,830,177	1,900,000	1,910,000
South Indian . . . . .	490,754	493,469	542,308	516,895	507,859	500,000	510,000
Mysore . . . . .	122,894	109,151	109,433	109,187	133,297	102,000	110,000
Bezwada Extension . . . . .	7,441	9,974	183,920	203,232	211,359	220,000	280,000
East Coast including Bezwada- Madras . . . . .	59,599	132,706					
Bezwada-Madras (Ennore Section) . . . . .	...	...	...	5,114	4,039	2,900	3,800
Guntakal-Mysore Frontier . . . . .	17,411	24,794	25,358	27,846	37,167	27,500	32,500
Mayavaram-Mutupet . . . . .	...	13,074	15,282	15,191	14,983	17,400	16,000
Dhond and Manmad* . . . . .	...	...	...	...	...	...	...
Southern Mahratta . . . . .	428,462	433,013	444,109	447,858	437,897	395,000	407,500
Hyderabad-Shadipalli . . . . .	11,407	10,720	12,691	12,548	14,640	15,000	15,000
<b>TOTAL</b>	<b>8,263,975</b>	<b>8,791,031</b>	<b>9,040,836</b>	<b>8,819,553</b>	<b>9,201,202</b>	<b>9,876,600</b>	<b>10,047,000</b>

\*The working of this line was transferred to the Great Indian Peninsula Railway from 1st January 1881.



## APPENDIX.

	ACCOUNTS.					Revised Estimate, 1898-99.	Budget Estimate, 1899-1900.
	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.		
<i>Net Traffic Receipts.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
East Indian . . . . .	3,558,539	3,489,561	3,609,247	3,601,895	3,931,277	3,780,300	3,840,300
Rajputana-Malwa System . . .	1,234,235	1,353,604	1,189,322	984,081	981,426	1,170,000	1,180,000
Bhopal . . . . .	5,204	6,145	4,612	6,275	6,113	8,000	9,000
Palanpur-Deesa . . . . .	890	1,081	1,068	1,598	1,227	1,200	1,300
Warora Colliery . . . . .	—536	3,856	14,385	17,293	15,633	17,000	17,000
Wardha Coal . . . . .	8,922	8,929	7,636	8,386	5,853	7,000	8,000
Bengal-Nagpur . . . . .	351,185	344,359	328,394	260,378	298,228	350,000	370,000
Umaria Colliery . . . . .	2,937	1,982	327	—559	783	2,900	...
Burma . . . . .	253,085	245,200	307,919	359,229	349,495	340,000	370,000
Mu Valley . . . . .	—27,266	—18,063	—21,692	—16,787			
Assam-Bengal . . . . .	...	...	9,850	—1,078	16,790	—5,000	35,000
Jorhat . . . . .	1,435	1,444	641	1,917	2,553	1,600	2,100
Cherra-Companyganj . . . . .	323	442	254	107	—6,292	—9,300	...
Eastern Bengal . . . . .	706,968	866,444	870,600	896,519	863,792	770,000	850,000
Bengal and North-Western and Tirhoot . . . . .	134,669	155,911	129,298	127,730	181,680	180,000	170,000
Bengal Central . . . . .	22,096	25,944	32,451	24,287	37,050	28,200	35,000
Oudh and Rohilkhand . . . . .	520,092	623,133	473,661	368,537	420,589	515,000	510,000
Indian Midland . . . . .	146,712	227,244	169,625	195,776	256,070	260,000	268,000
Lucknow-Bareilly . . . . .	28,741	38,528	27,719	26,876	36,404	45,000	45,000
North Western . . . . .	1,123,274	1,350,753	1,608,828	1,177,319	1,652,644	1,760,000	1,740,000
South Indian . . . . .	290,768	337,851	361,180	382,386	386,543	330,000	350,000
Mysore . . . . .	36,680	37,253	51,336	49,220	56,634	23,000	40,000
Bezwada Extension . . . . .	1,851	8,674	47,232	62,750	94,859	90,000	140,000
East Coast including Bezwada- Madras . . . . .	15,456	26,227					
Bezwada-Madras (Ennore Section)	...	...	...	1,019	2,348	1,500	2,200
Guntakal-Mysore Frontier . . .	11,772	13,486	19,324	20,817	26,516	10,000	17,500
Mayavaram-Mutupet . . . . .	...	8,105	9,372	10,529	10,854	6,600	10,000
Dhond and Mannad . . . . .	34,857	38,199	40,824	36,739	28,127	29,000	30,000
Southern Mahratta . . . . .	148,496	160,910	219,592	210,987	179,601	100,000	142,500
Hyderabad-Shadipalli . . . . .	2,846	3,922	4,858	5,825	6,526	7,500	7,500
<b>TOTAL</b> . . . . .	<b>8,615,131</b>	<b>9,361,124</b>	<b>9,517,863</b>	<b>8,820,051</b>	<b>9,843,323</b>	<b>9,819,500</b>	<b>10,190,400</b>

## APPENDIX.

## COMMERCIAL AND FINANCIAL STATISTICS.

TABLE VI.—Gross receipts, working expenses, and net earnings of Irrigation—Major Works, for five years ending 1897-98, with Revised Estimates for 1898-99, and Budget Estimates for 1899-1900.

	ACTUALS.					Revised Estimate, 1898-99.	Budget Estimate, 1899-1900.
	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.		
<b>DIRECT RECEIPTS—</b>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
Orissa canals . . . .	37,657	33,307	41,722	47,422	55,476	48,000	47,000
Midnapore canal . . .	30,494	29,468	26,400	27,976	27,563	22,800	23,600
Hijili Tidal canal . . .	5,920	5,853	6,198	9,094	9,221	7,500	7,000
Sone canals . . . . .	93,191	83,776	77,212	106,469	126,697	101,700	92,500
Ganges canal . . . . .	251,757	254,969	159,519	322,054	363,554	320,400	326,300
Lower Ganges canal . .	181,404	154,918	94,817	233,415	290,903	223,000	207,800
Ditto Fatehpur Branch . . . .	...	...	...	...	...	...	6,000
Agra canal . . . . .	49,042	63,901	46,059	81,017	97,406	66,400	72,000
Eastern Jumna canal . .	95,758	89,581	67,546	111,377	141,547	124,800	122,900
Betwa canal . . . . .	7,392	5,912	2,588	8,370	13,770	11,600	9,100
Western Jumna canal (including Sirsa Branch) . .	105,433	149,331	131,392	263,194	254,866	294,600	272,500
Chenab canal . . . . .	36,217	48,303	104,622	167,741	204,889	249,400	280,600
Bari Doab canal . . . .	203,901	211,375	233,466	266,449	293,007	299,700	273,300
Sirhind canal . . . . .	108,665	96,053	134,833	279,496	329,664	279,200	260,000
Swat River canal . . . .	25,599	27,503	24,403	26,621	36,550	40,100	38,000
Godavari Delta System .	12,128	12,542	10,998	10,160	9,645	6,900	9,900
Kistna " " . . . . .	5,084	5,374	5,429	4,959	4,523	5,300	5,500
Sangam Anicut " " . .	68	54	55	59	131	100	100
Periyar Project . . . .	...	...	...	...	69	...	...
Rushikulya " " . . . .	...	102	53	83	78	100	100
Desert canal . . . . .	1,787	1,685	4,201	1,489	3,284	4,300	4,300
Begari " " . . . . .	2,993	2,665	3,771	3,044	3,765	5,100	5,000
Eastern Nara Works . .	2,090	2,302	2,510	2,573	2,654	3,400	2,900
Mutha canals . . . . .	25,128	23,582	27,704	23,539	23,417	24,000	27,400
Nira canal . . . . .	7,754	8,187	8,688	7,904	13,571	11,200	11,200
Other projects . . . . .	60,223	59,784	65,222	63,456	71,494	72,600	67,400
<b>TOTAL</b> . . . . .	<b>1,349,685</b>	<b>1,370,587</b>	<b>1,279,408</b>	<b>2,067,961</b>	<b>2,377,744</b>	<b>2,225,200</b>	<b>2,171,800</b>
<b>PORTION OF LAND REVENUE DUE TO IRRIGATION—</b>							
Ganges canal . . . . .	71,559	71,559	71,559	71,559	71,559	71,560	71,560
Lower Ganges canal . .	20,959	20,959	20,959	20,959	20,959	21,000	21,000
Eastern Jumna " " . . .	24,980	24,980	24,980	24,980	24,980	24,940	24,940
Chenab canal . . . . .	2,282	11,972	16,878	23,273	27,920	33,700	56,000
Bari Doab canal . . . .	19,263	18,640	17,686	19,702	21,363	20,000	21,000
Swat River " " . . . .	...	...	...	5,846	4,242	5,200	4,500
Godavari Delta System .	217,899	226,102	234,847	256,771	291,086	290,400	309,400
Kistna " " . . . . .	186,038	186,690	205,940	202,871	230,827	230,800	231,700
Sangam Anicut " " . .	16,583	17,622	18,201	18,607	17,666	20,900	22,000
Periyar Project . . . .	...	...	...	3,377	10,658	25,100	31,400
Rushikulya " " . . . .	1,669	2,499	3,586	5,979	5,815	6,800	6,800
Desert canal . . . . .	2,707	10,449	8,030	8,679	11,935	12,700	12,100
Begari " " . . . . .	28,440	27,826	23,586	28,642	36,279	37,600	37,700
Eastern Nara Works . .	40,897	38,430	35,044	44,223	53,433	46,200	47,100
Mutha canals . . . . .	—713	—629	—779	—551	—500	...	...
Nira canal . . . . .	—381	—400	—427	—389	—669	...	...
Other projects . . . . .	114,744	119,440	141,574	137,280	137,245	141,800	145,900
<b>TOTAL</b> . . . . .	<b>746,926</b>	<b>776,139</b>	<b>821,664</b>	<b>871,808</b>	<b>964,738</b>	<b>989,700</b>	<b>1,043,100</b>



## APPENDIX.

## COMMERCIAL AND FINANCIAL STATISTICS—continued.

TABLE VI.—Gross receipts, working expenses, and net earnings of Irrigation—Major Works, for five years ending 1897-98, with Revised Estimates for 1898-99, and Budget Estimates for 1899-1900—continued.

	ACTUALS.					Revised Estimate, 1898-99.	Budget Estimate, 1899-1900.
	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.		
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
<b>TOTAL REVENUE—</b>							
Orissa canals . . . . .	37,657	33,307	41,722	47,422	55,476	48,000	47,000
Midnapore canal . . . . .	30,494	29,468	26,400	27,976	27,563	22,800	23,600
Hijili Tidal canal . . . . .	5,920	5,853	6,198	9,094	9,221	7,000	7,000
Sone canals . . . . .	93,191	83,776	77,212	106,469	126,697	101,700	92,500
Ganges canal . . . . .	323,316	326,528	231,078	393,613	435,113	391,960	397,860
Lower Ganges canal . . . . .	202,363	175,877	115,776	254,374	311,862	244,000	228,800
Ditto Fatehpur Branch . . . . .	...	...	...	...	...	...	6,000
Agra canal . . . . .	49,042	63,901	46,059	81,017	97,406	66,400	72,000
Eastern Jumna canal . . . . .	120,738	114,561	92,526	136,357	166,527	149,740	147,840
Betwa canal . . . . .	7,392	5,912	2,588	8,370	13,770	11,600	9,100
Western Jumna canal (including Sirsa Branch) . . . . .	105,433	149,331	131,392	263,194	254,866	294,600	272,500
Chenab canal . . . . .	38,499	60,335	121,500	191,014	232,809	283,100	336,000
Bari Doab canal . . . . .	223,164	230,015	251,152	286,151	314,370	319,700	294,300
Sirhind canal . . . . .	108,665	96,053	134,833	279,496	329,664	279,200	260,000
Swat River canal . . . . .	25,599	27,503	24,403	32,467	40,792	45,300	42,500
Godavari Delta System . . . . .	230,027	238,644	245,845	266,931	300,731	300,300	319,300
Kistna " " . . . . .	191,122	192,064	211,369	207,830	235,350	236,100	237,200
Sangam Anicut " " . . . . .	16,651	17,676	18,256	18,666	17,797	21,000	22,100
Periyar Project . . . . .	...	...	...	3,377	10,727	26,100	31,400
Rushikulya " " . . . . .	1,669	2,601	3,639	6,062	5,893	6,900	6,900
Desert canal . . . . .	4,494	12,134	12,231	10,168	15,219	17,000	16,400
Begari " " . . . . .	31,433	30,491	27,357	31,686	40,044	42,700	42,700
Eastern Nara Works . . . . .	42,987	40,732	37,554	46,796	56,087	49,600	50,000
Mutha canals . . . . .	24,415	22,953	26,925	22,988	22,857	24,000	27,400
Nira canal . . . . .	7,373	7,787	8,261	7,515	12,902	11,200	11,200
Other projects . . . . .	174,967	179,224	206,796	200,736	208,739	214,400	213,300
<b>TOTAL</b> . . . . .	<b>2,096,611</b>	<b>2,146,726</b>	<b>2,101,072</b>	<b>2,939,769</b>	<b>3,342,482</b>	<b>3,214,900</b>	<b>3,214,900</b>
<b>WORKING EXPENSES—</b>							
Orissa canals . . . . .	50,660	45,654	44,205	46,574	59,795	46,000	44,600
Midnapore canal . . . . .	20,123	21,630	26,616	22,393	23,069	30,000	26,900
Hijili Tidal canal . . . . .	5,422	4,548	5,888	3,849	3,844	6,000	5,300
Sone canals . . . . .	69,313	65,465	53,132	55,372	57,478	59,000	61,200
Ganges canal . . . . .	106,446	103,086	85,867	101,368	108,000	105,000	103,900
Lower Ganges canal . . . . .	80,401	78,520	71,358	83,169	87,099	86,000	94,300
Ditto Fatehpur Branch . . . . .	...	...	...	...	...	1,500	4,000
Agra canal . . . . .	25,562	25,121	18,185	22,040	22,580	25,900	24,000
Eastern Jumna canal . . . . .	32,320	31,260	26,105	31,941	32,987	34,200	33,900
Betwa canal . . . . .	9,936	8,999	8,747	9,029	10,743	9,500	8,200
Western Jumna canal (including Sirsa Branch) . . . . .	61,307	66,604	76,626	79,747	81,882	83,600	84,200
Chenab canal . . . . .	30,911	43,190	41,399	49,918	62,110	71,200	86,300
Bari Doab canal . . . . .	56,009	62,499	64,340	68,040	62,697	79,400	75,400
Sirhind canal . . . . .	58,242	55,172	60,950	67,359	63,077	69,800	75,000
Swat River canal . . . . .	8,815	8,296	9,171	6,041	10,299	10,200	9,700
Godavari Delta System . . . . .	46,490	48,759	49,558	52,096	48,988	55,000	57,400
Kistna " " . . . . .	46,750	41,621	58,067	70,510	58,549	51,100	58,600
Sangam Anicut " " . . . . .	4,133	3,572	4,795	4,037	3,058	2,900	3,400
Periyar Project . . . . .	...	...	...	4,211	8,226	11,500	9,200
Rushikulya " " . . . . .	987	1,397	2,915	3,975	3,286	4,500	5,000
Desert canal . . . . .	8,525	11,570	5,167	6,409	7,002	6,900	7,400
Begari " " . . . . .	2,686	3,452	5,216	5,756	9,640	8,000	10,200
Eastern Nara Works . . . . .	9,981	12,605	10,998	7,908	10,593	10,200	8,600
Mutha canals . . . . .	6,021	7,177	6,595	8,443	6,966	7,700	7,200
Nira canal . . . . .	5,491	4,658	4,333	5,489	5,120	5,400	5,200
Other projects . . . . .	42,426	44,904	47,068	55,506	54,031	50,500	49,000
<b>TOTAL</b> . . . . .	<b>788,957</b>	<b>799,759</b>	<b>787,301</b>	<b>871,180</b>	<b>892,119</b>	<b>931,000</b>	<b>958,100</b>

## APPENDIX.

## COMMERCIAL AND FINANCIAL STATISTICS—concluded.

TABLE VI.—Gross receipts, working expenses, and net earnings of Irrigation—Major Works, for five years ending 1897-98, with Revised Estimates for 1898-99, and Budget Estimates for 1899-1900—concluded.

	ACTUALS.					Revised Estimate, 1898-99.	Budget Estimate, 1899-1900.
	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.		
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
NET REVENUE—							
Orissa canals . . . . .	—13,003	—12,347	—2,483	848	4,681	2,000	2,400
Midnapore canal . . . . .	10,371	7,838	—216	5,583	4,494	—7,200	—3,300
Hijili Tidal canal . . . . .	498	1,305	310	5,245	5,377	1,500	1,700
Sone canals . . . . .	23,878	18,311	24,080	51,097	69,219	42,700	31,300
Ganges canal . . . . .	216,870	223,442	145,211	292,245	327,113	286,960	293,960
Lower Ganges canal . . . . .	121,962	97,357	44,418	171,205	224,763	158,000	134,500
Ditto Fatehpur Branch . . . . .	...	...	...	...	...	—1,500	2,000
Agra canal . . . . .	23,480	38,780	27,874	58,977	74,826	40,500	48,000
Eastern Jumna canal . . . . .	88,418	83,301	66,421	104,416	133,540	115,540	113,940
Betwa canal . . . . .	—2,544	—3,087	—6,159	—659	3,027	2,100	900
Western Jumna canal (including Sirsa Branch) . . . . .	44,126	82,727	54,766	183,447	172,984	211,000	188,300
Chenab canal . . . . .	7,588	17,145	80,101	141,096	170,699	211,900	249,700
Bari Doab canal . . . . .	167,155	167,516	186,812	218,111	251,673	240,300	218,900
Sirhind canal . . . . .	50,423	40,881	73,883	212,137	266,587	209,400	185,000
Swat River canal . . . . .	16,784	19,207	15,232	26,426	30,493	35,100	32,800
Godavari Delta System . . . . .	183,537	189,885	196,287	214,835	251,743	245,300	261,900
Kistna „ „ . . . . .	144,372	150,443	153,302	137,320	176,801	185,000	178,600
Sangam Anicut „ „ . . . . .	12,518	14,104	13,461	14,629	14,739	18,100	18,700
Periyar Project . . . . .	...	...	...	—834	2,501	14,600	22,200
Rushikulya „ „ . . . . .	691	1,204	724	2,087	2,607	2,400	1,900
Desert canal . . . . .	—4,031	564	7,064	3,759	8,217	10,100	9,000
Begari „ „ . . . . .	28,747	27,039	22,141	25,930	30,404	34,700	32,500
Eastern Nara Works . . . . .	33,006	28,127	26,556	38,888	45,494	39,400	41,400
Mutha canals . . . . .	18,394	15,776	20,330	14,545	15,891	16,300	20,200
Nira canal . . . . .	1,882	3,129	3,928	2,026	7,782	5,800	6,000
Other projects . . . . .	132,532	134,320	159,728	145,230	154,708	163,900	164,300
TOTAL . . . . .	1,307,654	1,346,967	1,313,771	2,068,589	2,450,363	2,283,900	2,256,800



## APPENDIX.

## CAPITAL ACCOUNT OF GUARANTEED AND SUBSIDIZED RAILWAYS.

TABLE VII.—Abstract of Revised and Budget Estimates of Capital transactions of Guaranteed and Subsidized Railways, 1898-99 and 1899-1900, and Actuals for 1897-98.

RAILWAYS.		AMOUNT IN RUPEES. (Omitting 000 in Estimates.)				AMOUNT OF EXCHANGE. (Omitting 000 in Estimates.)				AMOUNT IN POUNDS STERLING. (Omitting 00 in Estimates.)			
		Accounts, 1897-98.	1898-99.		Budget, 1899-1900.	Accounts, 1897-98.	1898-99.		Budget, 1899-1900.	Accounts, 1897-98.	1898-99.		Budget, 1899-1900.
			Budget.	Revised.			Budget.	Revised.			Budget.	Revised.	
GUARANTEED RAILWAYS.													
RECEIPTS.													
	R	R	R	R	R	R	R	R	£	£	£	£	
Madras	28,05,278	28,00	30,00	25,00	2,33,773	2,33	2,50	2,08	257,150	256,7	275,0	220,0	
Bombay, Baroda and Central India	55,92,104	48,00	51,00	48,00	4,60,008	4,00	4,25	4,00	512,610	440,0	407,5	440,0	
Great Indian Peninsula	71,35,456	72,00	91,00	75,00	5,94,625	6,00	7,18	6,25	654,087	660,0	831,2	687,5	
Do. Extensions	...	...	15	...	...	...	5	...	...	...	1,0	...	
TOTAL	1,55,32,878	1,48,00	1,72,15	1,48,00	12,94,406	12,33	14,38	12,33	1,473,847	1,356,7	1,577,7	1,356,7	
ADVANCES.													
Madras Extension	50,484	30,62	6,00	7,50	18,349	11,30	2,03	2,58	3,214	192,6	39,7	49,2	
Madras	22,21,881	28,25	22,00	13,71	1,85,157	2,35	1,83	1,14	203,672	259,6	201,7	125,7	
Bombay, Baroda and Central India	52,93,703	54,50	56,00	50,88	4,41,141	4,54	4,67	4,24	485,250	499,0	513,3	466,4	
Great Indian Peninsula	40,28,920	45,00	47,00	48,48	3,35,744	3,75	3,92	4,04	369,318	412,5	430,8	444,4	
Ditto Extensions	...	8,74	11,00	28,97	...	3,18	3,73	9,96	...	55,6	79,7	190,1	
TOTAL	1,15,94,988	1,67,11	1,42,00	1,49,54	9,80,391	25,18	16,18	21,95	1,061,460	1,419,2	1,258,2	1,275,8	
NET RECEIPTS.													
Madras Extension	-50,484	-30,62	-6,00	-7,50	-18,349	-11,30	-2,03	-2,58	-3,214	-192,6	-39,7	-49,2	
Madras	5,83,397	-25	8,00	11,29	48,616	-2	67	94	53,478	-2,3	73,3	103,5	
Bombay, Baroda and Central India	2,08,401	-6,50	-5,00	-2,88	24,867	-54	-42	-24	27,354	-59,6	-45,8	-20,4	
Great Indian Peninsula	31,00,572	27,00	44,00	26,52	2,58,881	2,25	3,66	2,21	284,709	247,5	403,4	243,1	
Ditto Extensions	...	-8,74	-10,85	-28,97	...	-3,18	-3,68	-9,96	...	-55,6	-71,7	-190,1	
Lump alteration	...	23	...	...	...	28	...	...	...	-5	...	...	
TOTAL	39,37,890	-18,88	30,15	-1,54	3,14,015	-12,57	-1,80	-9,63	362,387	-63,1	319,5	86,9	
SUBSIDIZED RAILWAYS.													
RECEIPTS.													
Gain on remittances to India.	Southern Mahratta	...	...	...	1,74,675	1,96	1,44	64	-17,467	-19,6	-14,4	-6,4	
	Assam-Bengal	...	...	...	-13,884	...	...	...	1,388	...	...	...	
	Indian Midland	...	...	...	85,997	2,25	1,12	2,92	-8,906	-22,5	-11,2	-29,2	
	Do. Saugor-Katni	...	...	...	-1,991	...	...	...	199	...	...	...	
	Bengal Central	...	...	...	35,680	10	16	1	-3,568	-1,0	-1,6	-1	
	Bengal-Nagpur	...	...	...	-14,431	-31	-56	-20	1,443	3,1	5,0	2,0	
	Do. extensions	...	...	...	-95,903	-14	-29	...	9,605	1,4	2,9	...	
	Burma	...	...	...	-53,642	-60	-1,08	-1,36	5,365	6,0	10,8	13,6	
Lump alteration	...	...	...	...	39	...	...	...	-3,9	...	...		
Capital received in India.													
Ahmedabad-Parantij	2,30,000	...	-22	21	...	...	...	...	23,000	...	-2,2	2,1	
South Behar	28,00,000	20,00	15,50	6,55	...	...	...	...	280,000	200,0	155,0	65,5	
Tapti Valley	23,15,000	81,00	65,00	23,00	...	...	...	...	231,500	81,00	65,00	23,00	
Mymensing-Jamulpur	4,78,000	12,00	7,00	6,00	...	...	...	...	47,800	12,00	7,00	6,00	
Brahmaputra-Sultanpur	5,28,540	14,00	5,50	8,00	...	...	...	...	52,854	14,00	5,50	8,00	
Hurdwar-Dehra	2,55,000	17,00	15,00	8,80	...	...	...	...	25,500	17,00	15,00	8,80	
TOTAL													
66,06,540 1,44,00 1,07,78 52,56 1,18,441 3,65 79 2,01 648,810 1,440,0 1,077,8 525,6													
66,06,540 1,44,00 1,07,78 52,56 1,18,441 3,65 79 2,01 648,810 1,440,0 1,077,8 525,6													
WITHDRAWALS IN INDIA.													
Southern Mahratta	-1,42,100	1,35	-3,67	33	-23,683	22	-61	6	-11,841	11,3	-30,6	3,7	
Mysore	1,24,832	3,50	3,50	2,00	31,567	88	88	50	9,326	26,2	26,2	15,0	
Assam-Bengal	39,66,333	-14,03	-12,44	-12,74	15,95,623	-5,04	-4,23	-4,85	237,071	-89,8	-82,1	-53,9	
Indian Midland	-4,97,084	-8,09	-1,48	-4,36	-99,417	-1,74	-30	-87	-39,767	-69,5	-11,8	-34,9	
Ditto Saugor-Katni	26,97,053	14,53	13,72	16	10,62,479	5,73	5,40	6	103,458	88,2	83,2	1,0	
Bengal Central	3,08,753	2,09	5,10	2,98	86,683	75	1,43	1,00	22,207	19,4	36,7	19,8	
Bengal-Nagpur	25,674	1,11	2,71	5,90	1,080	40	1,12	2,30	2,459	6,5	15,9	39,0	
Ditto extensions	1,12,34,003	1,23,40	1,17,29	84,43	44,04,299	44,65	40,80	28,85	682,971	788,1	794,9	558,8	
Lucknow-Bareilly	77,692	25	40	7	32,294	9	14	-2	4,540	1,6	2,0	-5	
Burma	53,52,356	88,31	53,51	54,19	22,00,508	36,31	22,00	22,28	315,185	520,0	315,1	319,1	
Lump alteration	...	-60	...	...	...	-11	...	...	...	-8,5	...	...	
TOTAL													
2,31,47,522 2,11,55 1,78,64 1,32,82 92,91,433 82,20 66,63 49,81 1,385,609 1,293,5 1,120,1 830,1													
Ahmedabad-Parantij													
South Behar	2,78,332	12	6	21	...	...	...	...	27,833	1,2	6	2,1	
Tapti Valley	24,52,248	25,00	20,40	7,75	...	...	...	...	245,225	250,0	204,0	77,5	
Mymensing-Jamulpur	23,43,649	81,00	65,00	23,00	...	...	...	...	234,355	81,00	65,00	23,00	
Brahmaputra-Sultanpur	5,62,623	12,00	7,00	6,00	...	...	...	...	50,262	12,00	7,00	6,00	
Hurdwar-Dehra	8,77,256	16,00	6,80	8,00	...	...	...	...	87,725	16,00	6,80	8,00	
TOTAL													
68,79,364 1,51,57 1,14,26 53,76 92,91,433 82,20 66,63 49,81 1,385,609 1,293,5 1,120,1 830,1													
68,79,364 1,51,57 1,14,26 53,76 92,91,433 82,20 66,63 49,81 1,385,609 1,293,5 1,120,1 830,1													
Net Withdrawals													
2,34,20,346 2,19,12 1,85,12 1,34,02 91,72,992 78,55 65,84 47,80 1,424,735 1,405,7 1,192,8 862,2													
2,34,20,346 2,19,12 1,85,12 1,34,02 91,72,992 78,55 65,84 47,80 1,424,735 1,405,7 1,192,8 862,2													
GUARANTEED AND SUBSIDIZED RAILWAYS.													
Net Withdrawals													
1,94,82,456 2,38,00 1,54,97 1,35,56 88,58,977 91,12 67,64 57,43 1,062,348 1,468,8 873,3 781,3													
1,94,82,456 2,38,00 1,54,97 1,35,56 88,58,977 91,12 67,64 57,43 1,062,348 1,468,8 873,3 781,3													





GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

IMPORTS OF COTTON, WHEAT, LINSEED, AND INDIGO.

*Statement of the Quantity (in hundredweight) of Cotton, Wheat, Linseed, and Indigo imported by rail and river with the corresponding month*

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.
<b>Imports in January.</b>												
<b>COTTON</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	5,247	1,810	1,765	...	...	...	...	...	...	5,247	1,810	1,765
N.-W. P. & Oudh . . .	45,081	24,951	60,912	45,682	70,605	83,397	...	...	...	90,763	95,556	144,309
Panjab . . . . .	3,143	4,085	5,902	7,715	18,872	11,882	59,537	66,639	46,918	70,395	80,596	64,702
Cent. Provs. . . . .	4,216	859	3,133	58,907	49,999	95,688	...	...	...	63,183	50,858	96,221
Bombay . . . . .	...	...	...	218,113	244,253	343,112	...	...	...	218,113	244,253	343,112
Sind . . . . .	...	...	...	...	...	...	21,331	16,605	35,850	21,331	16,605	35,850
Madras . . . . .	...	...	...	...	...	1,714	...	...	...	...	...	1,714
Berar . . . . .	4,666	6,568	13,987	210,741	180,240	363,441	...	...	...	215,407	192,808	377,448
Assam . . . . .	602	1,300	...	...	...	...	...	...	...	602	1,300	...
Raj. & C. I. . . . .	1,938	746	2,900	70,432	31,200	72,024	...	...	...	72,370	31,946	74,924
Nizam's Terr. . . . .	...	...	...	...	...	938	...	...	...	...	...	938
Mysore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b> . . . . .	64,893	40,319	88,599	611,650	601,169	971,596	80,868	83,244	82,768	757,411	724,732	1,142,963
<i>By Sea—</i>												
Bengal . . . . .	647	1,216	520	...	...	...	...	...	...	647	1,216	520
Bombay . . . . .	11,121	4,559	7,068	809	426	1,659	...	...	...	11,030	4,985	8,727
Sind . . . . .	...	...	...	2,678	14,921	894	...	...	...	2,678	14,921	894
Madras . . . . .	...	1,471	4,188	...	270	268	...	...	...	...	1,741	4,456
Burma . . . . .	250	1,404	5,204	...	...	17	...	...	...	250	1,404	5,221
Non-Br. Ports in India . .	...	...	...	14,155	12,099	109,521	...	...	...	14,155	12,099	109,521
Foreign countries . . . .	100	...	...	5,786	2,437	3,452	...	...	...	5,886	2,437	3,452
<b>TOTAL</b> . . . . .	12,118	8,710	16,980	23,428	30,153	115,811	...	...	...	35,546	38,863	132,791
<b>TOTAL OF IMPORTS</b> . . .	77,011	49,029	105,579	635,078	631,322	1,087,407	80,868	83,244	82,768	792,957	763,595	1,275,754
<b>Imports in January.</b>												
<b>WHEAT</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	16,099	5,155	52,386	...	...	...	...	...	...	16,099	5,155	52,386
N.-W. P. & Oudh . . . .	25,673	138,388	250,351	...	6,498	41,588	...	...	43,671	25,673	144,886	335,613
Panjab . . . . .	1,194	5,512	250	...	6,937	30,123	9,504	141,278	431,238	10,698	153,727	451,611
Cent. Provs. . . . .	16,125	...	...	16	1,352	17,760	...	...	...	10,141	1,352	17,760
Bombay . . . . .	...	...	...	13,230	3,535	40,171	...	...	...	13,230	3,535	40,171
Sind . . . . .	...	...	...	...	...	...	7,980	99,873	106,889	7,980	99,873	106,889
Madras . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Berar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Assam . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I. . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Nizam's Terr. . . . .	277	...	...	502	6,013	17,207	...	...	...	779	6,013	17,207
Mysore . . . . .	...	...	...	...	...	65	...	...	...	...	...	65
<b>TOTAL</b> . . . . .	59,368	149,055	302,996	13,748	24,335	152,914	17,484	241,151	571,798	90,600	414,541	1,027,763
<i>By Sea—</i>												
Bengal . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bombay . . . . .	...	...	...	...	4	2,454	...	2	...	...	6	2,454
Sind . . . . .	...	...	...	11,617	99,518	5,711	...	...	...	11,617	99,518	5,711
Madras . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Burma . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India . .	...	...	...	...	...	...	...	...	...	...	...	...
Foreign countries . . . .	...	...	...	4,455	5	12,454	...	...	...	4,455	5	12,454
<b>TOTAL</b> . . . . .	...	...	...	16,072	99,527	20,619	...	2	...	16,072	99,529	20,619
<b>TOTAL OF IMPORTS</b> . . .	59,368	149,055	302,996	29,820	123,862	173,533	17,484	241,153	571,798	106,672	514,070	1,048,382

and by sea into Calcutta, the City of Bombay, and Karachi, during the month of January 1899, compared of the years 1897 and 1898.

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.

Imports in January.												
<b>LINSEED</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	63,404	92,690	156,364	...	...	...	...	...	...	63,404	92,690	156,364
N.-W. P. & Oudh . . .	6,436	24,717	61,550	...	235	2,912	...	...	...	6,436	24,952	64,462
Panjab . . . . .	...	...	...	...	...	...	...	...	424	...	...	424
Cent. Provs. . . . .	433	20	4,850	2,410	17,589	23,985	...	...	...	2,843	17,609	28,835
Bombay . . . . .	...	...	...	9,185	32,702	47,782	...	...	...	9,185	32,702	47,782
Sind . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Madras . . . . .	...	...	...	...	...	1,377	...	...	...	...	...	1,377
Berar . . . . .	...	...	...	1,872	24,784	6,527	...	...	...	1,872	24,784	6,527
Assam . . . . .	438	...	386	...	...	...	...	...	...	438	...	386
Raj. & C. I. . . . .	...	...	996	407	2,029	7,418	...	...	...	407	2,029	8,414
Nizam's Terr. . . . .	...	...	...	4,040	12,485	12,742	...	...	...	4,040	12,485	12,742
Mysore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b> . . . . .	70,711	117,427	226,146	17,914	89,824	102,743	...	...	424	88,625	207,251	329,313
<i>By Sea—</i>												
Bengal . . . . .	...	...	48	...	...	...	...	...	...	...	...	48
Bombay . . . . .	...	...	...	...	...	246	...	12	...	...	12	246
Sind . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Madras . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Burma . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India .	...	...	...	...	56	1,575	...	...	...	...	56	1,575
Foreign countries . . .	...	...	...	80	675	139	...	...	4	80	675	143
<b>TOTAL</b> . . . . .	...	...	48	80	731	1,960	...	12	4	80	743	2,012
<b>TOTAL OF IMPORTS</b> . .	70,711	117,427	226,194	17,994	90,555	104,703	...	12	428	88,705	207,994	331,325

Imports in January.												
<b>INDIGO</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	10,523	6,617	13,285	...	...	...	...	...	...	10,523	6,617	13,285
N.-W. P. & Oudh . . .	2,297	3,962	1,790	...	...	...	...	...	...	2,297	3,962	1,790
Panjab . . . . .	...	...	...	...	...	...	...	557	234	...	557	234
Cent. Provs. . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bombay . . . . .	...	...	...	47	488	145	...	...	...	47	488	145
Sind . . . . .	...	...	...	...	...	...	461	302	359	461	302	359
Madras . . . . .	...	...	...	...	135	99	...	...	...	...	135	99
Berar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Assam . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I. . . . .	...	...	...	10	79	14	...	...	...	10	79	14
Nizam's Terr. . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Mysore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b> . . . . .	12,820	10,579	15,075	57	702	258	461	859	593	13,338	12,140	15,926
<i>By Sea—</i>												
Bengal . . . . .	...	...	...	...	10	33	...	...	...	...	10	33
Bombay . . . . .	...	...	...	...	...	...	57	...	...	57	...	...
Sind . . . . .	...	...	...	10	599	138	...	...	...	10	599	138
Madras . . . . .	...	...	...	...	35	...	...	...	...	...	35	...
Burma . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India .	...	...	...	...	...	...	...	...	3	...	...	3
Foreign countries . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b> . . . . .	...	...	...	10	644	171	57	...	3	67	644	174
<b>TOTAL OF IMPORTS</b> . .	12,820	10,579	15,075	67	1,346	429	518	859	596	13,405	12,784	16,100

J. A. ROBERTSON,  
Offg. Director-General of Statistics.

T. W. HOLDERNESS,  
Secretary to the Government of India.

Calcutta, the 25th March 1899.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 12TH MARCH, 1898, AND FROM 1ST JANUARY TO 11TH MARCH, 1899.

N.B.—As regards the figures in column *Total Earnings from 1st January 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile during the first half of 1898.	WEEK ENDING 12TH MARCH, 1898.				WEEK ENDING 11TH MARCH, 1899.				Earnings from 1st January to 12th March, 1898.	Earnings from 1st January to 11th March, 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.													
<i>Standard gauge—</i>													
East Indian	604	1,740	11,23,787	646	1,747	12,82,000	734	1,23,48,146	1,25,39,000	1,90,854	...	...	
Bengal Central	162	125	19,487	156	125	19,200	154	2,12,877	2,13,000	123	...	...	
Bengal-Nagpur	181	864	1,42,927	166	1,186	2,09,000	176	15,12,741	18,62,000	3,49,259	...	...	
Indian Midland (including Bhopal-Irtasi)	171	752	1,10,615	147	868	1,30,000	150	13,28,351	14,03,000	74,649	...	...	
Bezwada Extn. (East Coast State)	191	21	5,305	253	21	2,800	133	40,493	25,900	...	14,593	...	
Madras-Ennur sec. (Bezwada-Mad.)	119	9	3,399	378	9	1,000	111	11,055	11,200	145	...	...	
<i>Metre gauge—</i>													
Rajputana-Malwa (incldg. G.-R.-Nagda)	264	1,815	4,23,507	233	1,815	4,78,000	263	42,51,521	49,75,000	7,23,479	...	...	
Palanpur-Deesa	44	17	837	49	17	700	41	5,470	6,800	1,330	...	...	
South Indian	161	1,042	1,48,499	143	1,023	1,42,000	139	15,09,278	14,33,000	...	76,278	...	
Mayavaram-Mutpet	88	54	4,380	81	54	3,800	70	41,865	38,300	...	3,565	...	
Southern Mahratta (incldg. G.-M. Fron. sec.)	103	1,165	1,04,381	90	1,165	1,12,000	96	10,65,142	10,13,000	...	52,142	...	
Mysore section (Southern Mahratta)	107	296	29,838	101	296	20,100	68	3,27,841	1,95,000	...	1,32,841	...	
Bengal and North-Western system	162	827	1,20,612	146	928	1,42,000	153	13,47,856	14,32,000	84,144	...	...	
Lucknow-Bareilly	106	231	16,356	71	231	25,000	108	2,13,772	2,32,000	18,228	...	...	
Assam-Bengal.	90	286	23,803	83	415	54,300	131	2,50,106	3,38,000	87,804	...	...	
Burma	223	936	2,32,342	248	936	1,84,000	197	22,91,967	20,52,000	...	2,39,967	...	
TOTAL	266	10,178	25,10,006	247	10,836	28,05,900	259	2,67,58,571	2,77,69,200	10,10,629	...	...	
State lines worked by the State.													
<i>Standard gauge—</i>													
North-Western (a)	287	2,886	8,60,461	298	2,886	6,64,000	230	77,67,352	66,85,000	...	10,82,352	...	
Oudh and Rohilkhand (incldg. the m. g. link)	217	875	1,56,315	179	1,013	1,86,000	184	18,37,763	20,23,000	1,85,237	...	...	
Eastern Bengal (incldg. metre & 2' 6")	319	818	2,54,429	311	823	2,47,000	299	29,96,204	24,34,000	...	5,62,204	...	
East Coast (b)	116	536	63,472	118	795	84,800	107	6,11,462	6,92,000	80,538	...	...	
<i>Special gauges—</i>													
Jorhat	66	28	831	30	28	1,700	61	21,106	18,500	...	2,606	...	
Cherra-Companyganj	20	5	(c) 30	6	8	700	87	(c) 30	5,600	5,570	...	...	
TOTAL	261	5,148	13,35,538	259	5,555	11,84,200	213	1,32,34,007	1,18,58,100	...	13,75,907	...	
Lines worked by guaranteed cos.													
<i>Standard gauge—</i>													
Great Indian Peninsula system	514	1,491	6,39,437	429	1,491	8,44,000	566	71,58,417	89,74,000	18,15,583	...	...	
Bombay, Baroda and Central India	775	401	2,48,181	538	401	2,94,000	638	25,53,617	31,71,000	6,17,383	...	...	
Madras	258	840	2,05,424	245	840	1,83,000	218	21,10,423	17,58,000	...	3,52,423	...	
TOTAL	480	2,792	10,30,422	391	2,792	13,21,000	473	1,18,22,463	1,39,03,000	20,80,537	...	...	
TOTAL (GUARANTEED AND STATE) ASSISTED COMPANIES.	297	18,118	49,88,646	273	19,183	53,11,100	277	5,18,15,041	5,35,30,300	17,15,259	...	...	
<i>Standard gauge—</i>													
Delhi-Umballa-Kalka	217	162	29,107	180	162	29,100	180	3,93,041	2,46,000	...	1,47,041	...	
Tarakesur	320	22	7,210	328	22	11,600	527	74,271	67,300	...	6,971	...	
Southern Punjab (Delhi-Samastota)	75	490	16,322	41	413	20,400	49	1,75,557	2,31,000	55,443	...	...	
Tapti Valley	...	...	...	...	36	1,300	36	...	14,300	14,300	...	...	
<i>Metre gauge—</i>													
Mymensingh-Jamalpur-Jagannathganj	...	...	...	...	33	1,400	42	...	11,800	11,800	...	...	
Rohilkhand and Kumaon (Co.'s sec.)	137	66	7,482	113	66	11,400	173	58,250	74,100	15,850	...	...	
Bengal Doorgas	100	36	2,705	75	36	2,500	69	36,662	25,000	...	10,762	...	
Dibru-Sadiya	200	78	14,600	188	78	24,500	314	1,53,756	1,72,000	18,244	...	...	
Ahmedabad-Parantij	59	55	1,432	26	55	2,900	53	22,819	31,000	8,781	...	...	
<i>Special gauges—</i>													
Darjeeling-Himalayan	266	51	11,943	234	51	12,000	235	1,05,639	1,04,000	...	1,639	...	
Barsi	150	21	3,412	102	21	4,500	214	34,261	40,000	5,739	...	...	
TOTAL	133	891	94,293	106	973	1,21,600	125	10,54,256	10,18,000	...	36,256	...	
Lines owned by native states and worked by other agencies.													
<i>Standard gauge—</i>													
Bina-Goonna	31	74	2,120	29	74	4,600	62	20,952	54,300	33,348	...	...	
Bhopal-Ujjain	76	114	7,351	64	114	14,300	125	84,979	1,13,000	28,021	...	...	
Nagda-Ujjain	86	35	2,448	70	34	2,200	65	23,841	20,300	...	3,541	...	
The Nizam's guaranteed state	235	334	58,470	173	334	75,500	226	7,42,994	7,60,000	23,096	...	...	
The Gaekwar's Petlad	70	13	452	35	13	800	62	4,153	8,100	3,947	...	...	
Rajput-Bhatinda	140	108	14,583	135	108	12,800	119	1,47,403	1,07,000	...	40,403	...	
Kolar Gold-fields	408	10	4,850	480	10	2,800	280	40,590	31,900	...	8,690	...	
<i>Metre gauge—</i>													
Yesvantpur-Mysore Frontier section (incldg. M.-Nanjangud)	71	66	3,983	60	66	2,900	44	44,232	23,700	...	20,532	...	
The Gaekwar's Mehsana	81	93	5,514	59	93	6,500	70	60,680	64,800	3,920	...	...	
Kolhapur	55	29	1,675	58	29	2,800	97	14,295	23,100	8,805	...	...	
<i>Special gauges—</i>													
The Gaekwar's Dabhoi	58	79	3,325	42	79	4,600	58	33,721	38,400	4,679	...	...	
Rajpipla	13	19	312	16	24	1,100	46	1,453	6,700	5,247	...	...	
Cooch Behar	63	22	1,364	62	25	1,300	52	13,878	12,500	...	1,378	...	
TOTAL	133	996	1,06,453	107	1,003	1,32,200	132	12,33,341	12,69,800	36,459	...	...	
Lines owned and worked by native states.													
<i>Metre gauge—</i>													
Bhavnagar-Gondal-Junagad-Porbandar	126	334	26,626	80	334	45,400	136	3,11,124	3,97,000	85,876	...	...	
Jetalsar-Rajkot	80	46	2,833	62	46	4,900	107	32,877	38,100	5,223	...	...	
Jamnagar	38	54	1,571	29	54	2,800	52	15,703	21,400	5,697	...	...	
Dhrangadra	...	...	...	...	21	1,400	67	...	13,700	13,700	...	...	
Jodhpore-Bikaner	66	364	19,911	55	407	32,300	79	2,30,755	3,70,000	1,39,245	...	...	
Udhyapote-Chitor	42	60	1,974	33	60	2,900	48	20,204	29,600	9,396	...	...	
<i>Special gauge—</i>													
Morvi	82	94	5,243	56	94	9,800	104	58,205	79,300	21,095	...	...	
TOTAL	86	952	58,158	61	1,016	99,500	98	6,68,868	9,49,100	2,80,232	...	...	
GRAND TOTAL	273	20,957	51,07,50	248	22,175	56,64,400	255	5,47,71,506	5,67,67,200	19,95,694	...	...	

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rly.  
(b) Includes Bezwada-Madras rly.

(c) From 9th to 12th March, 1898.

W. J. McELHINNY, Capt., R.E.,

Offg. Under Secy. to the Govt. of India.

Calcutta, the 24th March, 1899.

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. XLVIII of 1898-99.

## STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April, 1898*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 12TH MARCH, 1898.				WEEK ENDING 11TH MARCH, 1899.				Earnings from 1st April, 1897, to 12th March, 1898.	Earnings from 1st April, 1898, to 11th March, 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open.		Total.	Per mile open.						
State lines worked by companies.													
Standard gauge—		Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.				
East Indian	654	1,740	11,23,787	646	1,747	12,82,000	734	5,56,50,540	5,64,12,000	7,61,460	...	...	...
Bengal Central	183	125	19,487	156	125	19,200	154	11,21,403	9,66,000	...	...	1,55,403	...
Bengal-Nagpur	139	862	1,42,927	166	1,186	2,09,000	176	57,78,014	67,54,000	9,75,986	...	...	...
Indian Midland (including Bhopal-Itarsi)	155	752	1,10,615	147	868	1,30,000	150	58,01,079	59,36,000	1,34,921	...	...	...
Bezawda extn. (East Coast State)	155	21	5,305	253	21	2,800	133	1,58,998	1,41,000	...	...	17,998	...
Madras-Ennur sec. (Bezawda-Mad.)	135	9	3,399	378	9	1,000	111	56,733	41,700	...	...	15,033	...
Metre gauge—													
Rajputana-Malwa (inclgd. G.-R-Nagda)	210	1,815	4,23,507	233	1,815	4,78,000	263	1,86,73,402	2,18,15,000	31,41,598	...	...	...
Palanpur-Deesa	44	17	837	49	17	700	41	37,937	37,000	...	...	337	...
South Indian	166	1,042	1,48,490	143	1,023	1,42,000	139	85,16,826	78,86,000	...	...	6,30,826	...
Mayavaram-Mutpet	92	54	4,380	81	54	3,800	70	2,46,224	2,28,000	...	...	18,224	...
Southern Marhatta (inclgd. G.-M. Fron. sec.)	113	1,165	1,04,331	90	1,165	1,12,000	96	65,23,537	51,17,000	...	...	14,06,537	...
Mysore section (Southern Marhatta)	123	296	29,838	101	296	20,100	68	18,18,506	11,79,000	...	...	6,39,506	...
Bengal and North-Western system	147	827	1,20,612	146	928	1,42,000	153	58,72,462	61,80,000	3,07,538	...	...	...
Lucknow-Bareilly	81	231	16,356	71	231	25,000	108	8,25,826	9,87,000	1,61,174	...	...	...
Assam-Bengal	73	286	23,803	83	415	54,300	131	9,62,787	13,12,000	3,49,213	...	...	...
Burma	186	936	2,32,342	248	936	1,84,000	197	80,68,126	81,11,000	42,874	...	...	...
TOTAL	243	10,178	28,10,060	247	10,836	28,05,900	259	12,01,12,400	12,31,03,300	29,99,900	...	...	...
State lines worked by the State.													
Standard gauge—													
North Western (a)	236	2,886	8,60,461	298	2,886	6,64,000	230	3,33,11,046	3,43,61,000	10,49,954	...	...	...
Oudh and Rohilkhand (inclgd. the m.g. link)	193	875	1,56,315	179	1,013	1,86,000	181	82,88,301	94,85,000	11,96,699	...	...	...
Eastern Bengal (inclgd. metre & 2'6")	362	818	2,54,429	311	825	2,47,000	299	1,46,22,604	1,34,39,000	...	...	11,83,604	...
East Coast (b)	106	536	63,472	118	795	84,800	107	27,38,865	26,32,000	...	...	1,06,865	...
Special gauges—													
Jorhat	69	28	831	30	28	1,700	61	92,602	89,400	...	...	3,202	...
Cherra-Companyganj	44	5	(c) 30	6	8	700	87	(d) 4,287	(e) 6,800	2,513	...	...	...
TOTAL	235	5,148	13,35,538	259	5,555	11,84,200	213	5,90,77,645	6,00,13,200	9,35,535	...	...	...
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula (b)	381	1,491	6,39,437	429	1,491	8,44,000	566	2,73,47,186	3,44,76,000	71,28,814	...	...	...
Bombay, Baroda and Central India	586	461	2,48,181	538	461	2,94,000	638	1,32,36,504	1,54,24,000	21,87,496	...	...	...
Madras	261	840	2,05,424	245	840	1,83,000	218	1,07,87,451	97,99,000	...	...	9,88,451	...
TOTAL	379	2,792	10,93,042	391	2,792	13,21,000	473	5,13,71,141	5,90,99,000	83,27,809	...	...	...
TOTAL (GUARANTEED AND STATE)	262	18,118	49,38,646	273	19,183	53,11,100	277	23,05,61,186	24,28,15,500	1,22,34,134	...	...	...
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	207	162	29,107	180	162	29,100	180	16,35,981	13,53,000	...	...	2,82,981	...
Tarkessur	278	22	7,210	328	22	11,600	527	2,99,541	2,87,000	...	...	12,541	...
Southern Punjab (Delhi-Samastata)	42	400	16,322	41	413	20,400	49	(f) 2,79,198	13,89,000	11,09,802	...	...	...
Tapti Valley	...	...	...	...	30	1,300	36	...	(g) 17,100	17,100	...	...	...
Metre gauge—													
Mymensingh-Jamalpur-Jagannath-ganj	...	...	...	...	33	1,400	42	...	(h) 19,800	19,800	...	...	...
Rohilkund and Kumaon (Co.'s sec.)	121	66	7,482	113	66	11,400	173	3,83,097	4,45,000	61,903	...	...	...
Bengal Doonars	149	36	2,705	75	36	2,500	69	2,69,372	2,50,000	...	...	19,372	...
Dibru-Sadiya	198	78	14,680	188	78	24,500	314	7,45,523	7,08,000	22,477	...	...	...
Ahmedabad-Parantij	45	55	1,432	26	55	2,900	53	(i) 91,887	1,51,000	59,113	...	...	...
Special gauges—													
Darjeeling-Himalayan	274	51	11,943	234	51	12,000	235	6,04,188	6,98,000	3,812	...	...	...
Barsi	125	21	3,412	102	21	4,500	214	1,30,989	1,23,000	...	...	7,989	...
TOTAL	147	891	94,293	106	973	1,21,600	125	45,29,776	55,00,900	9,71,124	...	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bira-Goonna	26	74	2,120	29	74	4,600	62	92,560	1,55,000	62,440	...	...	...
Bhopal-Ujjain	61	114	7,351	64	114	14,300	125	3,38,178	4,18,000	79,822	...	...	...
Nagda-Ujjain	50	35	2,448	70	34	2,200	65	1,01,225	1,16,000	14,775	...	...	...
The Nizam's guaranteed state	211	334	58,470	175	334	75,500	220	34,33,304	37,10,000	2,82,696	...	...	...
The Gaekwar's Petlad	84	13	452	35	13	800	62	50,260	53,300	...	...	2,960	...
Rajpura-Bhatinda	122	108	14,583	135	108	12,800	119	6,59,302	6,39,000	...	...	23,302	...
Kolar Gold-fields	402	10	4,850	480	10	2,800	280	1,97,453	1,84,000	...	...	13,453	...
Metre gauge—													
Yesvantpur-Mysore Frontier section (inclgd. M.-Nanjangud)	84	66	3,983	60	66	2,900	44	2,79,761	1,80,000	...	...	99,761	...
The Gaekwar's Mehsana	71	93	5,514	59	93	6,500	70	3,23,092	3,39,000	6,908	...	...	...
Kolhapur	57	29	1,675	58	29	2,800	97	82,599	83,500	901	...	...	...
Special gauges—													
The Gaekwar's Dabhoi	51	79	3,325	42	79	4,600	58	1,94,759	2,04,000	9,241	...	...	...
Rajpipla	11	19	312	16	24	1,100	46	7,158	15,100	7,942	...	...	...
Cooch Behar	54	22	1,364	62	25	1,300	52	56,200	61,200	4,400	...	...	...
TOTAL	120	996	1,06,453	107	1,003	1,34,200	132	58,22,451	61,52,100	3,29,649	...	...	...
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junagad-Porbandar	97	334	26,626	80	334	45,400	136	15,88,845	16,85,000	96,155	...	...	...
Jetrisar-Rajkot	82	46	2,833	62	46	4,900	107	1,80,941	1,75,000	...	...	11,941	...
Jamnagar	38	54	1,571	29	54	2,800	52	(j) 1,00,179	1,03,000	2,821	...	...	...
Dhrangadra	...	...	...	...	21	1,400	67	...	(k) 37,100	37,100	...	...	...
Jodhpore-Bikaner	62	364	19,911	55	407	32,300	79	11,13,257	14,28,000	3,14,743	...	...	...
Udeypore-Chitor	38	60	1,974	33	60	2,900	48	1,12,909	1,49,000	33,091	...	...	...
Special gauge—													
Morvi	83	94	5,243	56	94	9,800	104	3,92,277	3,83,000	...	...	9,277	...
TOTAL	75	952	53,158	61	1,016	99,500	90	34,94,408	39,57,100	4,62,692	...	...	...
GRAND TOTAL	243	20,957	51,97,550	248	22,175	56,64,400	255	24,44,07,821	25,84,25,600	1,40,17,779	...	...	...

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rys.

(b) Includes Bezawda-Madras ry.

(c) From 9th to 13th March 1898.

(d) From 1st April to 12th June, 1897, and from 9th to 12th March, 1898.

(e) From 1st to 25th April and from 23rd December, 1898, to 11th March, 1899.

(f) From 10th November, 1897, to 12th March, 1898.

(g) From 1st December, 1898, to 11th March, 1899.

(h) From 15th October, 1898, to 11th March, 1899.

(i) From 1st May, 1897, to 12th March, 1898.

(j) From 8th April, 1897, to 12th March, 1898.

(k) From 1st June, 1898, to 12th March, 1899.

W. J. McELHINNY, Capt., R.E.,  
Offg. Under Secy. to the Govt. of India.

CALCUTTA, the 24th March, 1899.



GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

### Weather Review of India for the week ending at 8 a.m. on Saturday, March 11th, 1899.

Although no storm, during the week under review, has been comparable with that which crossed India during the previous week, yet the weather over Northern India has been feebly disturbed and unsettled and two or three shallow storms have crossed the country from West to East. As a result thunderstorms with light rain and hail have been experienced over North-West and North-East India, and dust-storms and gales of wind over the Gangetic Plain. On the first day of the week the showers were received over Assam, Upper Burma and East Bengal, but on the next day, the 6th, they were reported only from North-West India, where they were fairly general; on the 7th the showers were few and were experienced about equally in the North-West and North-East; similar weather prevailed on the 8th, but on the 9th the rainfall area extended both in the North-West and North-East, while the rainfall amounts were heavier in the North-East. On the 10th, rain almost ceased, but on the 11th, it recommenced in the North-West though it remained very light and scattered in the North-East. While this feebly unsettled and showery weather prevailed over Northern India, conditions in Central and Southern India were very quiet, and fine, dry weather, with generally higher temperatures than usual, prevailed throughout the week. In Northern India temperature conditions were fairly steady, thus in North-East India the mean temperature was more or less below the normal throughout the week, while in North-West there was an equally steady excess. The amount and extent of the deficiency in the North-East, as of the excess in the North-West, varied from day to day, but, generally speaking, the temperature conditions were very constant during the week.

**Daily Summary.—Sunday, March 5th.**—The barometer was falling briskly to rapidly over North-West India and a shallow storm was shown over the Western desert. Pressure was also relatively less over Bengal, while it was relatively high over the central parts of the country and the Assam Valley. The winds were Southerly and South-Westerly on the Bay coast, Easterly in North Bengal and Bihar and more or less variable elsewhere. The sky was cloudy in parts of North-West and North-East India and rain had fallen at Lashio, Mymensingh, Silchar, Sibsagar and Darjeeling, and a light snow-storm was reported from Minimarg (Kashmir). The mean temperature was low for the season over Bengal, Assam and Burma and across the head of the Peninsula; elsewhere it was excessive.

**Monday, March 6th.**—Pressure had changed little except over the east of the Punjab, Rajputana, the west of the North-Western Provinces, and the adjoining parts of Central India and the Central Provinces. In these regions the barometer had fallen briskly to rapidly, due to the advance of the depression which, on the previous day, was shown over the Western desert. A well marked Easterly current of wind blew across Bengal and up the Gangetic Plain, but elsewhere the winds were more or less variable. The sky remained cloudy in parts of North-West and North-East India. Light snow had fallen at Minimarg and light rain over the North-West Himalayas as well as at Sialkot, Rawalpindi, and Bhamo. The weather was very cool over North-East India and very hot for the time of year over North-West India, but elsewhere the mean temperature was about normal.

**Tuesday, March 7th.**—The depression noticed on the two preceding days had reached the east of the North-Western Provinces and the west of Bengal. Otherwise, there had been no great change. Easterly winds continued in North Bengal and up the Gangetic Plain, while North-Westerly winds were reported over Rajputana and North Bombay and variable breezes elsewhere. The sky was slightly cloudy in the extreme North-East and extreme North-West, while a thunderstorm had given 1·32 inches of rain and hail to Chittagong, and showers had been received at Silchar, Darjeeling, Mussooree, Simla and Murree. The heat was less than usual in Assam, Burma and the south of the Peninsula, but was excessive elsewhere, more particularly within a region extending from Jhansi through Rajputana to Upper Sind.

**Wednesday, March 8th.**—The barometer had risen briskly over the North-Western Provinces, and the depression which was shown there on the 7th had travelled east-south-eastward to Lower and South-West Bengal. At the same time a fresh depression had appeared over the Western desert. Strongish

South-Westerly winds were blowing at the head of the Bay and Easterly breezes continued to be reported from North Bengal, but elsewhere the wind directions were very variable. The sky was cloudy in parts of North-East and North-West India and showers had been received at Narayanganj, Silchar, Sibsagar, Mussooree and Chakrata. The heat remained low for the time of year in Assam Burma and the south of the Peninsula, and high in all other places.

*Thursday, March 9th.*—The Bengal depression\* had practically filled up, while on the contrary that noticed over the Western desert had travelled to the South Punjab and become deeper. The weather had continued cloudy and showery in parts of North-East India and had become more cloudy and unsettled in the North-West under the influence of the new storms. The temperature conditions were unchanged.

*Friday, March 10th.*—The barometer had risen everywhere. The depression noticed over the South Punjab had passed on down the Gangetic Plain and was shown over the North-Western Provinces where it was filling up. The winds were variable throughout the country. There had been no change in the general weather. Cloudy skies continued to be reported in the North-West and North-East, and showers had been received at a few stations. The Assam Valley, Central Burma and part of Madras reported lower temperatures than usual, but elsewhere the heat was excessive.

*Saturday, March 11th.*—Pressure had continued to increase. Readings were high along the foot of the hills and relatively high and very uniform over the Peninsula and the central parts of the country, while a band of low pressure extended from Upper Sind to the head of the Bay. Northerly to Easterly winds with showery and cloudy weather prevailed to the north of the band, while fine quiet weather prevailed to the south with light variable winds. The heat was excessive, except in Central Burma and in Madras.

**Temperature.**—The weather had been hotter than usual over by far the greater part of the country during the week under review. In North-West India the showers, which fell on and near the hills on most days of the week, had comparatively little influence on the temperature and never reduced the mean temperature to below the normal, but in the North-East, on the contrary, the showers exercised a considerable effect, and for several days Bengal, Assam and Burma reported temperatures below the normal average. Over the Peninsula the temperature conditions were more nearly normal, but towards the close of the week an area of low temperature appeared in the extreme South and subsequently extended northward over a considerable part of Madras.

The following table gives mean temperature variation data for the week :—

PROVINCE.	MARCH 1899.							Mean variation of week.
	5th.	6th.	7th.	8th.	9th.	10th.	11th.	
	°	°	°	°	°	°	°	°
Burma . . . . .	—0·3	—1·5	—1·9	—0·8	—0·2	—0·3	—0·8	—0·9
Assam . . . . .	—4·3	—4·8	—3·8	—2·8	—0·6	—3·0	+0·7	—2·7
Bengal . . . . .	—0·4	—0·7	+0·6	+1·7	+1·2	+1·4	+1·7	+0·8
Orissa . . . . .	+0·1	+1·8	+4·5	+4·1	+1·7	+5·0	+4·2	+3·1
Bihar . . . . .	+0·1	—0·9	+2·0	+2·5	+0·2	+1·6	+2·4	+1·1
Chota Nagpur . . . . .	+1·0	+1·3	+5·1	+8·0	+4·0	+5·9	+6·6	+4·6
North-Western Provinces and Oudh . . . . .	+3·0	+6·0	+5·9	+3·5	+4·0	+5·7	+4·3	+4·6
Punjab . . . . .	+6·3	+7·4	+3·1	+3·6	+5·9	+3·9	+4·4	+4·9
Sind . . . . .	+5·5	+6·9	+8·0	+5·7	+5·3	+3·7	+0·6	+5·1
Rajputana . . . . .	+5·3	+9·2	+6·8	+4·2	+8·1	+5·5	+5·7	+0·4
Gujarat . . . . .	+3·9	+4·1	+4·4	+3·9	+2·8	+2·2	—0·6	+3·0
Central India . . . . .	+1·5	+4·9	+5·9	+2·3	+3·7	+4·9	+4·6	+4·0
Central Provinces . . . . .	—0·5	+1·7	+3·8	+2·8	+1·0	+3·6	+4·6	+2·6
Berar . . . . .	—1·2	+0·1	+3·3	+3·4	+1·6	+3·7	+3·5	+2·1
West Coast . . . . .	+0·7	+0·6	+0·5	—0·5	+0·5	+1·0	+0·1	+0·4
Bombay Deccan . . . . .	+0·1	+1·0	+1·5	+0·4	+0·9	+2·0	+0·8	+1·0
Mysore . . . . .	+2·9	+1·0	+0·4	+2·1	+1·6	+0·9	—0·1	+1·3
Madras Coast . . . . .	+2·2	—0·1	+0·6	—0·1	+0·5	—0·3	—0·5	+0·3
Madras Deccan . . . . .	+1·7	+1·7	+2·2	+1·4	+1·3	+0·9	+0·5	+1·4
South India . . . . .	+0·3	+1·1	—1·7	—2·1	—2·0	—1·2	—3·1	—1·2
Mean for whole of India . . . . .	+1·4	+2·0	+2·6	+2·2	+2·1	+2·4	+2·0	+2·1



The general temperature of the whole country was higher than usual on each day of the week, the excess ranging from  $1^{\circ}4$  on the 5th to  $2^{\circ}6$  on the 7th. The provincial variations show that the mean temperature was lower than usual on all days in Burma, on every day but one in Assam and on every day but two in South India, but that elsewhere with one or two trifling and unimportant exceptions the heat was steadily excessive throughout the week. The excess averaged over  $6^{\circ}$  in Rajputana, over  $5^{\circ}$  in Sind and over  $4^{\circ}$  in Chota Nagpur, the North-Western Provinces, the Punjab and Central India. The following were the highest maxima recorded on each day :—

March 5th, Cuddapah . . . . .	102 $^{\circ}$ 2
„ 6th „ . . . . .	101 $^{\circ}$ 2
„ 7th, Cuttack . . . . .	101 $^{\circ}$ 9
„ 8th, Cuddapah . . . . .	102 $^{\circ}$ 7
„ 9th „ . . . . .	102 $^{\circ}$ 7
„ 10th „ . . . . .	102 $^{\circ}$ 7
„ 11th „ . . . . .	103 $^{\circ}$ 2

**Rainfall.**—As shown in the earlier portions of this summary the whole of Burma, the Peninsula and the central parts of India have experienced fine quiet weather during the week under review and no rain whatever has fallen during that period over these regions. On the contrary, over Northern India the weather has been feebly disturbed, the unsettledness being caused by a series of slight depressions or storms which drifted from west to east across the country. The effect of these storms or depressions on the weather was everywhere slight, but this was particularly the case while they were traversing the North-West Provinces and West Bengal where their presence was mainly manifested in dust-storms and strong winds and where they hardly occasioned any rainfall. In Baluchistan and North-West India the depressions gave fair showers, more particularly on the hills, and the weather was squally and gusty, but it was mainly in North-East India that the influence of the depressions was felt, and in some parts of this area the falls of rain were moderately heavy.

The rainfall table at the close of the summary shows that during the week under review, rain averaging one-tenth of an inch or more was received in eleven of the rainfall divisions, *viz.*, East Bengal, the three Assam divisions, North Bengal, the Bengal hills, the hills of the North-Western Provinces, the Central Punjab, the Punjab hills, Sind and Baluchistan, the heaviest average actual fall being 2'47" in the Surma division of Assam and the lightest 0'10" in the Punjab hills. In all other parts of the country the rainfall of the week has been actually or practically *nil*. The average actual rainfall was heavier than the average normal rainfall by small or moderate amounts in East Bengal, the Assam hills, the Brahmaputra Valley, North Bengal and the Bengal hills, and by a considerable amount in the Surma district, but in all other places the fall was lighter than usual. The principal cases of deficiency were shown in the North Punjab and the North-West Himalayas.

The following are the principal large totals recorded at individual stations during the week :—

East Bengal—Munshiganj, Dacca . . . . .	2'11 inches.
Assam—Sylhet . . . . .	3'50 „
Mandakata, Gauhati . . . . .	2'14 „

The three concluding columns of the table show that for the two weeks ending 11th March the rainfall has been heavier than usual in East Bengal, the Assam divisions and Bengal hills, but that in all the remaining divisions it has been less than the normal, and that over a considerable part of the country no rain whatever has been received.

PROVINCE,	DIVISION,	RAINFALL DATA FOR WEEK ENDING 11TH MARCH 1899.			RAINFALL DATA FROM 26TH FEBRUARY TO 11TH MARCH 1899.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, 26th Feb- ruary to 11th March.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim	0	0'02	-0'02	0	0'02	-100
	2. Lower Burma Deltaic	0	0	0	0	0'05	-100
	3. Central do.	0	0	0	0	0	0
	4. Upper do.	0'01	0'10	-0'09	0'01	0'19	-95
	5. Arakan	0	0'06	-0'06	0	0'12	-100
	6. Eastern Bengal	0'53	0'45	+0'08	2'02	0'94	+115
BENGAL AND ASSAM	7. Assam Surma	2'47	1'45	+1'02	4'06	2'48	+64
	8. Do. Hills	0'86	0'49	+0'37	1'93	0'90	+114
	9. Do. Brahmaputra	1'11	0'59	+0'52	1'82	1'00	+82
	10. Deltaic Bengal	0'01	0'35	-0'34	0'72	0'80	-10
	11. Central do.	0	0'20	-0'20	0'25	0'36	-31
	12. North do.	0'24	0'20	+0'04	0'24	0'29	-17
	13. Bengal Hills	0'38	0'32	+0'06	0'58	0'44	+32
	14. Orissa	0	0'27	-0'27	0'11	0'42	-74
	15. Chota Nagpur	0	0'31	-0'31	0	0'44	-100
	16. South Bihar	0'01	0'12	-0'11	0'01	0'16	-94
NORTH-WESTERN PROVINCES AND ODDH.	17. North do.	0'01	0'16	-0'15	0'01	0'20	-95
	18. North-Western Provin- ces East	0	0'09	-0'09	0	0'13	-100
	19. South Oudh	0	0'12	-0'12	0	0'13	-100
	20. North do.	0	0'17	-0'17	0	0'19	-100
	21. North-Western Provin- ces Central	0'01	0'13	-0'12	0'01	0'16	-94
	22. North-Western Provin- ces West	0'01	0'17	-0'16	0'01	0'23	-96
	23. North-Western Provin- ces East Submon- tane	0	0'13	-0'13	0	0'21	-100
	24. North-Western Provin- ces West Submon- tane	0'03	0'37	-0'34	0'03	0'48	-94
	25. North-Western Provin- ces Hills	0'18	0'92	-0'74	0'18	1'45	-88
	26. South-East Punjab	0	0'19	-0'19	0	0'28	-100
PUNJAB	27. South do.	0	0'18	-0'18	0	0'25	-100
	28. Central do.	0'11	0'42	-0'31	0'11	0'59	-81
	29. Punjab Submontane	0'02	0'46	-0'44	0'02	0'65	-97
	30. Do. Hills	0'10	0'77	-0'67	0'10	1'44	-93
	31. North Punjab	0'03	0'44	-0'41	0'03	0'78	-96
	32. West do.	0'08	0'14	-0'06	0'08	0'23	-65
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	33. Malabar	0'02	0'12	-0'10	0'06	0'18	-67
	34. Madras South-Cen- tral	0	0'12	-0'12	0'01	0'21	-95
	35. Coorg	0	0'22	-0'22	0	0'32	-100
	36. Mysore	0	0'07	-0'07	0	0'08	-100
	37. Konkan	0	0	0	0	0'01	-100
	38. Bombay Deccan	0	0'02	-0'02	0	0'03	-100
CENTRAL PROV- INCEN AND BERAR.	39. Hyderabad North	...	...	...	...	...	...
	40. Khandesh	0	0	0	0	0'01	-100
	41. Berar	0	0'03	-0'03	0	0'09	-100
	42. Central Provinces West	0	0'02	-0'02	0	0'08	-100
	43. Central Provinces Cen- tral	0	0'08	-0'08	0'01	0'14	-93
	44. Central Provinces East	0	0'22	-0'22	0'01	0'31	-97
BOMBAY (NORTH)	45. Gujarat	0	0	0	0	0	0
	46. Kathiawar	0	0'06	-0'06	0	0'10	-100
	47. Sind	0'11	0'12	-0'01	0'11	0'19	-42
	48. Baluchistan Hills	0'41	0'41	0	0'43	1'03	-58
RAJPUTANA AND CENTRAL INDIA.	49. Central India East	0	0'03	-0'03	0	0'08	-100
	50. Rajputana East, Cen- tral India West	0	0'06	-0'06	0	0'09	-100
	51. West Rajputana	0	0'02	-0'02	0	0'10	-100
	52. East Coast North	0	0'13	-0'13	0'06	0'18	-67
MADRAS	52-A. Do. do. (a)	0	0	0	0	0'18	-100
	53. Hyderabad South	0	0'08	-0'08	0	0'10	-100
	54. Madras Central	0	0'02	-0'02	0	0'03	-100
	55. East Coast Central	0	0'07	-0'07	0	0'09	-100
	56. Do. South	0	0'10	-0'10	0	0'13	-100
	57. Madras South	0	0'16	-0'16	0	0'34	-100

W. L. DALLAS,

Asst. Meteorological Reporter  
to the Government of India.

SIMLA, the 16th March 1899.

T. W. HOLDERNESS,

Secretary to the Government of India.



GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

### Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 18th March.*—No rain fell during the week. Water supplies are adequate generally. Some small sowings are proceeding. The standing crops are generally good. The harvest continues to yield an almost normal outturn. Pasture is scanty but fodder is sufficient. The condition of cattle is generally good. Prices are almost stationary, but are slightly dearer in the Deccan and southern districts.

**Bombay.**—*For week ending 22nd March.*—Slight rain fell in parts of Sind during the week. The standing crops have been injured by high winds and rain in one taluka of Hyderabad and by rats in two talukas of Bijapur. American cotton has been blighted in two talukas of Dharwar. The opium crop has been damaged in parts of Baroda territory. The reaping of the late crops is progressing in sixteen and preparations for next season are being made in twelve districts. Cotton-picking continues in parts of Gujarat and the Karnatak. Fodder is sufficient. Prices have fallen in ten and risen in two districts; elsewhere they are stationary.

**Bengal.**—*For week ending 20th March.*—There was no rain during the week. Fine dry weather is reported throughout the Province. The harvesting of the spring crops, pressing of sugarcane, and lancing of opium continue. Spring rice and other crops in the ground are doing well. Ploughing for autumn rice and jute is in progress, and sowing has commenced in parts. Rain is wanted in some districts. There is plenty of fodder everywhere, except in parts of Midnapore. The price of rice is reported to have risen in some places, but prices are on the whole stationary.

**North-Western Provinces and Oudh.**—*For week ending 22nd March.*—With the exception of showers in the hill districts and in two of the western submontane districts, the weather has been clear during the week. The harvesting of the spring crops is progressing and threshing has begun in parts. Sugarcane planting continues and extra crops are being sown and irrigated. The extraction of opium is proceeding. Prospects are good. Supplies and fodder are sufficient. Prices are stationary or falling.

**Punjab.**—*For week ending 22nd March.*—Rain fell during the week in the Sialkot, Rawalpindi, Peshawar and Dera Ismail Khan districts. Ploughings for the autumn crops and cultivation of extra spring crops are in progress. Crops on irrigated lands are generally fair, but those on unirrigated areas are mostly suffering from the long drought; they have failed in Delhi and are withering in Lahore. Rain is badly wanted throughout the province. The yield of the spring crops is generally expected to be decidedly below the average. The standing crops have been damaged by rats in parts of Umballa, by caterpillars in parts of Ferozepore and Lahore and by hail in parts of Sialkot. Cattle are generally in good condition; their condition is reported poor in Delhi only. Fodder is said to be sufficient in all districts, except in Delhi, Umballa, Lahore, Shahpur and Dera Ismail Khan. Prices, especially of wheat, are rising in Shahpur, falling in Delhi, Umballa, Amritsar, Rawalpindi and Peshawar, and are unchanged elsewhere. Wheat is selling from 15½ to 20, gram 20 to 22, barley 28, bulrush millet 18 to 22¾, maize 26 to 32, great millet 23 and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 21st March.*—The weather is clear; the nights and mornings are cool but the day temperatures are high for the

season. The reaping of the spring crops is approaching completion in most districts and threshing has commenced. The planting of sugarcane is in progress in Chanda, Bhandara and Sambalpur. Some signs of distress are appearing in the open part of Damoh owing to want of employment. Water is getting scarce in parts of Mandla and Betul. Fodder is scarce in Sambalpur and in the Warora tahsil of Chanda. The price of wheat, gram and juar has fallen in 6, 3 and 5 districts respectively. The price of rice is on the whole steady, but there is a rise in the rate in Saugor and Seoni. The cheapest prices are:—wheat 21, gram 32, rice 22 and juar 28½ seers per rupee. The dearest prices are:—wheat 12, gram 16, rice 11 and juar 21 seers per rupee.

**Burma.**—*For week ending 18th March.*—In Upper Burma the transplanting of dry weather paddy has been completed in several districts. The reaping of island and other miscellaneous crops is becoming more general. The standing crops continue to promise well everywhere. The price of paddy has risen slightly in Thaton and Pakokku and fallen to some extent in Prome and Thongwa; elsewhere it is stationary.

**Assam.**—*For week ending 21st March.*—Slight rain fell in Upper Assam and in the Naga Hills during the week. Ploughing for early and late broadcast rice in the Assam Valley districts is in progress. Sowing of early rice in the Assam Valley and of lowland winter rice in Sylhet has commenced. The gathering of mustard has been almost completed. The gathering of pulses, hoeing and plucking of tea and pressing of sugarcane continue. The prospects of sugarcane and tea are good. Land is being prepared for jute in Goalpara and for sugarcane in Darrang. Fodder is scarce in the Naga Hills. Water is insufficient in Nowgong and in parts of Sylhet. Prices—common rice, Sylhet 19, Silchar, Dhubri, Gauhati, Tezpur and Nowgong 16, Sibsagar 13 and Dibrugarah 14 seers per rupee.

**Mysore and Coorg.**—*For week ending 22nd March.*—**MYSORE:** The standing crops are in good condition. Paddy has been harvested in parts of Tumkur and ragi (*eleusine coracana*) in Mysore. Prices have risen slightly in Hassan and Kadur and have fallen in Bangalore, Kolar, Chitaldroog and Shimoga.

**COORG:** No crop standing. Water and fodder for cattle are sufficient. Prices of food grains are stationary.

**Berar and Hyderabad.**—*For week ending 22nd March.*—**BERAR:** The days are hot, but the nights and mornings are cool. The harvesting of the winter crops has almost been completed. Land is being prepared for the ensuing rain crop. Fodder and water are insufficient in parts of four districts. Prices are fluctuating.

**HYDERABAD:** No rain fell during the week. The spring harvest is still proceeding. The standing winter rice crop is in fairly good condition. Prices of grain continue to fall in parts. Prices—wheat 9½, coarse rice 10¾ and *jowari* 23½ seers per current sicca rupee.

**Central India.**—*For week ending 22nd March.*—No rain fell in Central India during the week. Agricultural operations are in progress throughout the Agency. The standing crops are in fairly good condition. The condition of opium is good. Prices are above the normal in Bundelkhand, but are normal elsewhere.

**Rajputana.**—*For week ending 22nd March.*—Slight rain fell in Bikanir during the week. Agricultural operations are satisfactory except in Merwara. The condition of the crops is generally good, except in Ajmere-Merwara. Crops are being harvested; the average estimated spring outturn in Ajmere is 11½ annas and in Merwara 6 annas. Fodder is scarce in 9 states. Prices are rising in 2 states, falling in 2, fluctuating in 1 and steady elsewhere. Emigration from the distressed Ajmere villages and from Merwara continues: 63 persons



emigrated during the week. The total emigration from Merwara up to date numbers 4,329 persons. The numbers employed on relief works were 401 in Ajmere, 4,225 in Merwara and 965 in Marwar. The price of gram in Marwar is 15, in Ajmere 18 and in Beawar 22 seers per rupee.

**Kashmir.**—*For week ending 21st March.*—The weather is fine. Prices continue below the normal. The price of rice is 27 seers per rupee.

**JAMMU PROVINCE:** *For week ending 22nd March.*—No rain fell during the week. The condition of the standing crops is fair. Fodder is sufficient. Prices are generally stationary, wheat selling at 18 and maize at 24 seers per rupee.

**Nepal.**—*For week ending 18th March.*—No rain fell during the week. The weather is seasonable with high winds. The price of rice is 8½ seers per rupee.

T. W. HOLDERNESS,

*Secretary to the Government of India.*



SUPPLEMENT TO  
**The Gazette of India.**

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**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE 2nd HALF OF FEBRUARY 1898 AND 1899.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Burma—*</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	34'78	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	24'52	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	26'9	...	50'38	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	...	...	26'67	...	35'56	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	30'05	...	...	...	...	...	...	...	...	...
Bassein . . . . .	...	...	27'95	...	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Henzada . . . . .	...	...	29'5	...	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	29'63	...	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	...	...	31'85	...	30'33	...	...	...	...	...	...	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	34'6	...	...	...	...	...	...	...	14'81	...
<i>Arakan—</i>												
Kyaukpyu . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	25	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brahmaputra—</i>												
Goalpara . . . . .	12'5	17'5	25	33'75	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	23'75	31'25	...	...	...	...	...	...	...	...
<b>Bengal—*</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	25	32'5	...	...	...	...	...	...	...	...
Dacca . . . . .	...	...	21'25	32'5	27'5	48'75	...	...	15	15	...	...
<i>Deltaic—</i>												
Midnapur . . . . .	...	...	25	27'5	...	...	...	...	...	...	...	...
Calcutta . . . . .	...	...	30	45	30	37'5	...	...	21'25	26'25	20	21'25
<i>Central—</i>												
Bardwan . . . . .	...	...	22'5	28'75	23'75	...	...	...	...	...	...	...
Pabna . . . . .	...	...	21'25	33'28	24'22	50	...	...	...	...	...	...
<i>Northern—</i>												
Rangpur . . . . .	...	...	22'5	31'25	30	50	...	...	...	...	...	...
<i>Orissa—</i>												
Cuttack . . . . .	...	...	22'66	24'37	29'06	45'31	...	...	...	...	...	...
<i>Bihar, south—</i>												
Patna . . . . .	...	...	18'12	25'62	20	32'5	...	...	11'87	23'12	13'12	20
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	22'66	26'56	22'66	36'25	...	...	13'28	27'5	...	...
Muzaffarpur . . . . .	...	...	28'59	27'5	25	40	...	...	20	20	...	...
<b>N.-W. Provinces—</b>												
<i>Eastern—</i>												
Benares . . . . .	15'26	22'34	26'67	36'67	24'48	32'03	27'92	39'58	16'41	25'42	13'88	19'79
<i>Central—</i>												
Cawnpore . . . . .	16'3	20	26'67	34'79	23'91	30'21	26'67	32'66	15'1	17'76	15'1	17'4
Jhansi . . . . .	14'69	21'09	32'03	37'19	26'25	32'03	30'94	37'81	14'69	17'81	14'11	16'87
<i>Western—</i>												
Meerut . . . . .	...	...	33'33	...	25	32'03	28'54	...	...	...	...	...
Agra . . . . .	...	...	37'5	40	24'37	30	29'37	...	15	18'75	15'31	...
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	...	...	27'6	...	22'24	29'11	...	...	12'5	...	...	...
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow . . . . .	13'33	21'04	27'58	35'16	22'83	30'78	27'57	34'58	13'33	20	13'83	19'79
<i>Northern—</i>												
Fyzabad . . . . .	13'31	18'59	33'33	...	22'81	{ 26'67 and 31'35 }	...	...	...	21'61	13'28	18'18

\* The figures under "Rice, husked" represent the prices of common rice.

(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAGI.		MAIZE.		GRAM.		ARHAR DÁL.		GHI.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
												Burma—
												Tenasserim—
												Mergui.
						57'64						Tavoy.
						35'75		50'38				Moulmein and Amherst.
												Pegu (deltaic)—
						28'07		37'66				Rangoon.
												Thongwa.
						37'88						Bassein.
												Pegu (inland)—
								60'42				Henzada.
						38'09						Toungoo.
				9'09		19'17		39'76				Upper Burma—
												Mandalay.
												Bamo.
						20		55'69				Pakokku.
												Arakan—
						38'09		53'33				Kyaukpyu.
												Akyab.
												Assam—
												Brahmaputra—
												Goalpara.
												Gauhati.
												Bengal—
						30	50	42'5		400	400	Eastern—
						23'75	38'75	27'5	40	420	350	Chittagong.
												Dacca.
												Deltaic—
										325	330	Midnapur.
22'5	22'5			12'5	21'25	22'5	37'5	32'5	35	320	330	Calcutta.
						18'75	32'5	28'75	33'12	300	300	Central—
						24'00	50	31'25	37'5	520	380	Bardwan.
												Pabna.
				15	25	20	45	40	65	350	300	Northern—
												Rangpur.
						20'24	25'31	17'97	24'37	345	330	Orissa—
												Cuttack.
				12'81	18'44	14'06	35'62	21'25		280	260	Bihar, south—
												Patna.
				19'22	17'81	18'59	41'25	30'16		320	320	Bihar, north—
				17'81	20	18'12		25	50	320	266'56	Bhagalpur.
												Muzaffarpur.
												N.-W. Provinces—
												Eastern—
17'5	24'37			13'85	17'92	15'83	34'95	24'37	39'54	314'79	309'22	Benares.
15'68	18'59			13'8	17'76	16'3	24'22	21'04	34'79	278'28	255'99	Central—
16'09	18'28			12'4	17'34	15'47	28'44	22'0		270	250	Cawnpore.
												Jhansi.
				15'68		22'24	33'33			370'42		Western—
17'19	18'75			13'75		17'5	30'78	23'12	44'37	275	266'56	Meerut.
15'42						18'18		16'67		295 and 300	275	Agra.
												Submontane, west—
												Shahjahanpur.
15'68	20'52			12'86	19'69	19'06	35'16	21'61		310	285	Oudh—
												Southern—
												Lucknow.
	20'52			13'12	19'01	19'06	31'35	20		295	255'62	Northern—
												Fyzabad.



## WHOLESALE PRICES FOR THE 2nd HALF OF FEBRUARY 1898 AND 1899—continued.

DISTRICTS.	GŌR.		SALT.		TOBACCO LEAF.		TURMERIC.		GRASS.		STRAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	11'31	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	23'71	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	25'09	...	...	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	...	...	19'05	...	...	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	20'39	...	...	...	...	...	...	...	...	...
Bassein . . . . .	...	...	22'61	...	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Henzada . . . . .	...	...	34'97	...	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	25'97	...	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	...	...	20'06	...	...	...	...	...	...	...	...	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	24'71	...	...	...	...	...	...	...	...	...
<i>Arakan—</i>												
Kyaukpyu . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	38'1	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brahmaputra—</i>												
Goalpara . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	35	37'5	100	100	...	...	...	...	...	...
Dacca . . . . .	...	...	36'25	36'87	70	65	...	...	2'5	2'5	...	...
<i>Deltaic—</i>												
Midnapur . . . . .	...	...	35	36'25	55 and 85	50 and 65	...	...	...	...	1'56	1'11
Calcutta . . . . .	...	...	33'75	34'37	60	65	...	...	8'75	6'25	6'25	5'62
<i>Central—</i>												
Bardwan . . . . .	...	...	32'5	33'75	...	...	...	...	...	...	2'19	2'81
Pabna . . . . .	...	...	38'75	38'12	75	70	...	...	...	...	7'5	10
<i>Northern—</i>												
Rangpur . . . . .	...	...	40	45	80	60	...	...	3'75	17(a)	5	17(a)
<i>Orissa—</i>												
Cuttack . . . . .	...	...	30	31'25	45	70	...	...	5'57	5'56	3'75	2'83
<i>Bihar, south—</i>												
Patna . . . . .	...	...	35	36'25	30	30	...	...	2'5	3'12	2'5	3'75
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	37'5	38'75	50	40	...	...	...	...	...	...
Muzaffarpur . . . . .	...	...	34'79	36'25	100	100	...	...	...	...	...	...
<b>N.-W. Provinces—</b>												
<i>Eastern—</i>												
Benares . . . . .	27'13	30'58	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Cawnpore . . . . .	33'33	36'35	...	...	52'5	65	110	100	...	...	...	...
Jhansi . . . . .	41'25	55	...	...	...	...	...	...	...	...	...	...
<i>Western—</i>												
Meerut . . . . .	28'54	38'02	...	...	...	...	...	...	...	...	...	...
Agra . . . . .	37'5	40	...	...	40 to 80	...	100	...	5	...	3'33	...
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	28'54	...	...	...	...	...	{ 110 and 115	{ 105 and 110	...	...	...	...
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow . . . . .	28'75	40	...	...	72'5	75	...	...	3'33	3'75	5	...
<i>Northern—</i>												
Fyzabad . . . . .	27'5	33'28	...	...	...	...	...	...	...	2'81	...	...

(a) Per bundle.





## WHOLESALE PRICES FOR THE 2nd HALF OF FEBRUARY 1898 AND 1899—continued

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Rajputana—</b>												
<i>Eastern—</i>												
Ajmere . . . . .	33'33	33'33	...	...	30'78	37'19	...	...	22'19	23'91	20	21'56
<b>Panjab—</b>												
<i>Southern—</i>												
Ferozpur . . . . .	15'36	21'25	40	85	22'24	30'94	26'87	35	14'79	20	19'06	21'25
<i>Central—</i>												
Lahore . . . . .	16'67	...	32'29	33'33	22'86	30'16	25'16	35'21	11'56	20'26	18'38	22'29
<i>South-eastern—</i>												
Delhi . . . . .	20	25	30'78	36'35	23'54	31'98	27'6	41'04	15'99	18'18	17'4	19'06
<i>Submontane—</i>												
Amritsar . . . . .	17'4	25	33'33	41'72	21'04	29'74	23'91	33'33	...	...	...	...
<i>Northern—</i>												
Rawalpindi . . . . .	16'67	20	47'6	47'03	24'06	28'59	26'67	31'35	15'31	17'03	13'44	19'06
<i>Western—</i>												
Multan . . . . .	12'19	15'99	24'22	37'97	24'58	36'35	30'16	39'06	15'36	19'06	13'75	12'24
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	...	...	43'75	27'71	40	...	...	...	25	...	23'12
Shikarpur . . . . .	...	...	...	...	24'69	34'84	...	...	15'62	...	16'87	...
Quetta . . . . .	...	...	...	...	25 to 28'75	40	60	65	21'25	27'5	17'5	25
<b>Bombay—</b>												
<i>Deccan—</i>												
Dharwar . . . . .	...	...	...	...	25'62	...	...	...	...	...	...	...
Sholapur . . . . .	...	...	...	...	26'04	...	...	...	...	...	12'97	19'84
Poona . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Khandesh—</i>												
Ahmadnagar . . . . .	...	...	...	...	32'76	...	...	...	...	...	...	...
Dhulia . . . . .	...	...	...	...	30'47	...	...	...	...	...	14'63	...
<i>Gujarat—</i>												
Surat . . . . .	...	...	...	...	29'53	43'23	...	...	...	...	18'02	27'4
Ahmadabad . . . . .	22'5	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
<i>Western—</i>												
Nagpur . . . . .	...	...	25	28	28	36	33'31	49	...	...	16'31	20
<i>Central—</i>												
Jubbulpore . . . . .	21'06	...	22'19	26'69	26'69	33'31	30'75	38'06	...	...	16'69	19'06
<i>Eastern—</i>												
Raipur . . . . .	16	...	21	29	22	38	31	53	...	...	...	...
<b>Berar—</b>												
Basim . . . . .	...	...	...	...	32'14	55'56	...	...	...	...	11'54	21'64
Ellichpur . . . . .	...	...	66'67	66'66	36'36	61'5	44'44	66'66	...	...	14'81	20
Amrāoti . . . . .	...	...	40	40	33'33	50	40	56'87	...	...	13'33	19'12
<b>Madras—</b>												
<i>South, central—</i>												
Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	21	30
Salem . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	13'1	19
Cuddapah . . . . .	17'8	27'8	34'1	47	...	...	...	...	...	...	15'8	27'2
Karnul . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>East Coast, central—</i>												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>East Coast, south—</i>												
Madras . . . . .	17'3	29'9	33'5	54'8	...	...	...	...	...	...	...	...
Tanjore . . . . .	17'1	22'9	27'9	44'6	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Southern—</i>												
Madura . . . . .	...	...	...	...	...	...	...	...	...	...	21'1	29'2
<b>Mysore—</b>												
Mysore . . . . .	18'15	24'2	33'82	41'13	35'26	50'94	64'46	54'85	...	...	...	14'62
Bangalore . . . . .	13'5	19'6	42	54'87	38'25	50'54	48	54'88	...	...	15'87	24'5

(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAGI.		MAIZE.		GRAM.		ARHAR DÁL.		GHI.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
24'06	25	...	...	20	21'56	25	40'99	...	...	320	305	Rajputana— Eastern— Ajmere.
20	20'94	...	...	14'27	20'62	17'4	27'5	35'35	57'5	295	320	Panjab— Southern— Ferozpur.
17'76	21'67	...	...	14'27	21'67	18'7	26'67	31'35	52'45	320	305	Central— Lahore.
20	19'06	...	...	15'99	20	21'61	29'22	27'6	42'08	320	310	South-eastern— Delhi.
...	...	...	...	12'71	20'52	17'03	28'12	...	...	350	...	Submontane— Amritsar.
19'06	22'19	...	...	16'25	18'18	19'53	31'35	33'33	60'36	290'94	278'28	Northern— Rawalpindi.
16'67	22'86	...	...	13'33	23'44	21'25	32'03	...	...	336'56	320	Western— Multan.
20	26'87	...	...	...	...	25	32'5	...	40	352'5	340	Sind and Baluchistan—
16'87	...	...	...	...	...	22'19	31'72	...	...	305'62	311'87	Karachi. Shikarpur.
...	...	...	...	21'25	30	...	...	40	...	320	330	Quetta.
...	...	...	...	...	...	...	...	...	...	...	...	Bombay—
...	...	...	...	...	...	...	...	...	...	...	...	Deccan—
...	29'01	...	...	...	...	19'74	29'58	...	...	...	...	Dharwar. Sholapur. Poona.
...	...	...	...	...	...	25'36	...	...	...	...	...	Khandesh—
18'8	...	...	...	...	...	...	...	...	...	...	...	Ahmadnagar. Dhulia.
17'5	...	...	...	...	...	...	...	...	...	...	...	Gujarat—
22'34	27'53	...	...	...	...	...	...	...	...	...	...	Surat. Ahmadabad.
...	25	...	...	...	...	...	...	...	...	...	...	Central Provinces—
...	...	...	...	...	...	20	29	20	25	333'31	318	Western— Nagpur.
...	...	...	...	...	...	17'37	26'69	25	40	280	250	Central— Jubbulpore.
...	...	...	...	...	...	16	30	20	32	268	265	Eastern— Raipur.
...	...	...	...	...	...	...	...	...	...	...	...	Berar—
20	40	...	...	...	...	23'5	30'78	25	33'33	360	320	Basim. Ellichpur.
15'39	27'5	...	...	...	...	25	30	25	30'78	280	300	Amraoti.
...	...	...	...	...	...	...	...	...	...	...	...	Madras—
18'9	23'1	...	...	...	...	33'3	50	...	...	380'4	400	South, central— Coimbatore. Salem.
...	...	17'9	24'2	...	...	...	...	22'1	28'1	299'7	326'1	Central— Bellary.
...	...	...	...	...	...	25	40	17'7	...	260'8	342'9	Cuddapah. Karnul.
17'2	23'5	...	...	...	...	...	...	...	...	238'4	300	East Coast, central— Nellore.
...	...	17'1	26'7	...	...	...	...	15'3	34	...	...	East Coast, south— Madras. Tanjore. Trichinopoly.
...	...	...	...	...	...	28'2	56'6	...	...	283'9	329'1	Southern— Madura.
...	...	15'9	26	...	...	...	...	...	...	...	...	Mysore—
...	21'55	19'59	...	...	...	13'44	26'87	65'82	76'8	358'75	346'62	Mysore.
...	15'87	23'51	...	...	...	16'69	35'28	47'25	49	359'5	411'3	Bangalore.



## WHOLESALE PRICES FOR THE 2nd HALF OF FEBRUARY 1898 AND 1899—concluded.

DISTRICTS.	GÉR.		SALT.		TOBACCO LEAF.		TURMERIC.		GRASS.		STRAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Rajputana—</b>												
<b>Eastern—</b>												
Ajmere . . . . .	44'43	47'81	...	...	...	...	...	...	10	5	10	5
<b>Panjab—</b>												
<b>Southern—</b>												
Ferozpur . . . . .	...	...	...	...	50	50	133'33	110	3'28	3'12	3'75	5
<b>Central—</b>												
Lahore . . . . .	...	...	...	...	53'33	57'13	150'31	123'07	8'02	10	3'85	5'73
<b>South-eastern—</b>												
Delhi . . . . .	...	...	...	...	80	80	123'07	114'27	7'97	6'67	7'97	8'91
<b>Submontane—</b>												
Amritsar . . . . .	...	...	...	...	...	...	120	...	...	...	4'43	6'15
<b>Northern—</b>												
Rawalpindi . . . . .	...	...	...	...	40	40	133'33	100	5	5	5	5'31
<b>Western—</b>												
Multan . . . . .	...	...	...	...	100	100	153'28	133'33	6'25	3'33	5	5'62
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	65	...	...	...	...	...	107'5	...	...	...	...
Shikarpur . . . . .	33'33	44'37	...	...	...	...	...	...	...	...	...	...
Quetta . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bombay—</b>												
<b>Deccan—</b>												
Dharwar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Sholapur . . . . .	53'38	...	...	...	...	...	...	...	...	...	...	...
Poona . . . . .	50'88	66'67	...	...	...	...	...	...	...	...	...	...
<b>Khandesh—</b>												
Ahmadnagar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Dhulia . . . . .	65	...	...	...	...	...	...	...	...	...	...	...
<b>Gujarat—</b>												
Surat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ahmadabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
<b>Western—</b>												
Nagpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central—</b>												
Jubbulpore . . . . .	...	...	39	38'56	60	60	150	110	...	...	...	...
<b>Eastern—</b>												
Raipur . . . . .	...	...	37	42	120	180	100	90	...	...	...	...
<b>Berar—</b>												
Basim . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ellichpur . . . . .	...	...	...	...	200	320	130	76'25	4	4	...	...
Amraoti . . . . .	...	...	...	...	120	100	140	200	31(a)	2'5(a)	...	...
<b>Madras—</b>												
<b>South, central—</b>												
Coimbatore . . . . .	57'6	77'5	...	...	...	...	...	131'3	...	...	...	...
Salem . . . . .	...	...	...	...	124'1	137'3	79'5	58'2	...	...	5'8	6'3
<b>Central—</b>												
Belary . . . . .	35'7	38'1	...	...	...	...	...	...	...	...	...	...
Cuddapah . . . . .	...	...	...	...	...	...	82'3	66'7	...	...	...	...
Karnul . . . . .	...	...	...	...	39'4	66'7	65'8	92'3	...	...	...	...
<b>East Coast, central—</b>												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	2'9	5'1
<b>East Coast, south—</b>												
Madras . . . . .	55'9	57'6	...	...	139'9	131'7	98'8	57'6	...	...	...	...
Tanjore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	118'3	118'3	...	...	...	...	...	...
<b>Southern—</b>												
Madura . . . . .	...	...	...	...	106'8	116'8	...	...	...	...	4'3	5'4
<b>Mysore—</b>												
Mysore . . . . .	60'33	68'56	...	...	374	374	132'46	101'29	10'71	10'71	7'14	7'14
Bangalore . . . . .	45'81	55'69	...	...	351	342'75	179'81	85'69	9'06	3'5	10	13'71

(a) Per 100 pulleys weighing on an average 156 lbs.

The figures represent prices per ten maunds in rupees and decimals of a rupee.)

JAWAR STALKS.		BHUSA.		SHEEP, PER SCORE.		GOATS, PER SCORE.		PLOUGH BULLOCKS, PER PAIR.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
3'33	5	...	...	140	140	...	...	80	80	Rajputana— Eastern— Ajmere.
...	3'12	...	...	50	50	...	...	75	75	Panjab— Southern— Ferozpur.
...	...	...	...	100	100	...	...	112'5	105	Central— Lahore.
7'97	5	...	...	60	60	...	...	125	125	South-eastern— Delhi.
...	...	...	...	...	...	...	...	...	...	Submontane— Amritsar.
4'01	6'15	...	...	60	55	...	...	60	60	Northern— Rawalpindi.
6'67	4'01	...	...	50	50	...	...	70	70	Western— Multan.
...	...	...	...	...	...	...	...	...	...	Sind and Baluchistan— Karachi.
...	...	...	...	...	...	...	...	...	...	Shikarpur.
...	...	7'5	9'37	40 to 140	40 to 140	...	...	...	...	Quetta.
...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dharwar.
...	...	...	...	...	...	...	...	...	...	Sholapur.
...	...	...	...	...	...	...	...	...	...	Poona.
...	...	...	...	...	...	...	...	...	...	Khandesh— Ahmadnagar.
...	...	...	...	...	...	...	...	...	...	Dhulia.
...	...	...	...	...	...	...	...	...	...	Gujarat— Surat.
...	...	...	...	...	...	...	...	...	...	Ahmadabad.
...	...	...	...	...	...	...	...	...	...	Central Province— Western— Nagpur.
...	...	...	...	60	60	...	...	70	70	Central— Jubbulpore.
...	...	...	...	40	35	...	...	42	27	Eastern— Raipur.
...	...	...	...	...	...	...	...	...	...	Berar— Basim.
3	3	...	...	50	50	...	...	60	60	Ellichpur.
3(a)	2'5(a)	...	...	55	50	...	...	90	90	Amratoti.
...	...	...	...	...	...	...	...	...	...	Madras— South, central— Coimbatore.
2'5	2'5	...	...	80	90	...	...	60	70	Salem.
...	...	...	...	80	80	...	...	...	...	Central— Bellary.
2'5	...	...	...	60	100	60	100	70	120	Cuddapah.
...	...	...	...	...	...	...	...	...	...	Karaul.
...	...	...	...	...	...	...	...	...	...	East Coast, central— Nellore.
...	...	...	...	...	...	...	...	...	...	East Coast, south— Madras.
...	...	...	...	55	55	55	55	...	...	Tanjore.
...	...	...	...	80	...	80	...	...	...	Trichinopoly.
...	...	...	...	...	...	...	...	...	...	Southern— Madura.
...	...	...	...	...	...	...	...	40	41	Mysore— Mysore.
2'96	2'63	...	...	100	100	...	...	70	70	Bangalore.
...	...	...	...	100	160	...	...	130	120	

(a) Per 100 pullies weighing on an average 748 lbs.

J. E. O'CONOR,  
Director-General of Statistics

H. H. RISLEY,  
Offg. Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT  
March 30, 1899.



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE 2nd HALF OF FEBRUARY 1899. (*The figures represent*

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLUM ( <i>Sorghum vulgare</i> ).		BAJRA OR GUMBU ( <i>Pennisetia spicata</i> ).	
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Best sort.		Common.		Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
					Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.				
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	...	...	10 10	11 8	11 5	12 14	...	...	...	...
Tavoy . . . . .	...	...	...	...	13 7	13 7	15 13	15 13	...	...	...	...
Moulmein and Amherst . . . . .	7 —	7 —	...	...	10 3	10 3	12 3	12 3	...	...	...	...
<i>Pegu (deltaic)—</i>												
Pegu . . . . .	...	...	...	...	10 2	10 2	14 3	14 3	...	...	...	...
Rangoon . . . . .	10 —	10 —	...	...	10 14	10 14	14 —	14 2	...	...	...	...
Thongwa . . . . .	...	...	...	...	11 2	11 2	11 15	11 15	...	...	...	...
Bassein . . . . .	...	...	...	...	11 14	11 14	13 9	13 9	...	...	...	...
<i>Pegu (inland)—</i>												
Tharawadi . . . . .	...	...	...	...	11 11	11 11	14 —	14 —	...	...	...	...
Henzada . . . . .	...	...	...	...	8 5	10 11	11 8	14 15	...	...	...	...
Prome . . . . .	...	...	...	...	9 15	9 15	13 4	13 4	...	...	...	...
Toungoo . . . . .	...	...	...	...	11 3	12 2	12 6	13 8	...	...	...	...
Thayetnyo . . . . .	13 6	13 6	...	...	10 12	11 10	13 12	15 5	32 10	39 3	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	12 14	13 14	...	...	11 9	11 6	12 1	11 13	...	...	...	...
Bamo . . . . .	...	...	...	...	13 —	11 2	17 —	13 6	...	...	...	...
Pakokku . . . . .	...	...	...	...	8 13	10 10	9 13	9 13	21 2	27 —	...	...
Meiktila . . . . .	...	...	...	...	13 2	13 2	17 8	17 8	...	...	...	...
<i>Arakan—</i>												
Sandoway . . . . .	...	...	...	...	16 2	16 12	21 —	21 —	...	...	...	...
Kyaukpyu . . . . .	...	...	...	...	12 1	13 6	13 1	15 —	...	...	...	...
Akyab . . . . .	...	...	...	...	14 —	14 —	15 —	15 —	...	...	...	...
<b>Assam—</b>												
<i>Surma—</i>												
Sylhet . . . . .	...	...	...	...	14 8	14 8	16 —	16 —	...	...	...	...
Cachar . . . . .	8 —	8 —	...	...	7 9	8 —	16 —	15 32	...	...	...	...
<i>Hill tracts—</i>												
Khasi and Jaintia Hills . . . . .	5 6	5 6½	...	...	5 4	5 2	7 4	7 2	...	...	...	...
Garo Hills . . . . .	...	...	...	...	4 —	5 —	20 1	20 —	...	...	...	...
Manipur . . . . .	...	...	...	...	32 —	32 —	38 —	38 —	...	...	...	...
<i>Brahmaputra—</i>												
Goalpara . . . . .	22 —	20 —	...	...	6 —	6 8	16 —	16 —	...	...	...	...
Kamrup . . . . .	10 —	10 —	...	...	10 —	10 —	16 —	16 —	...	...	...	...
Darrang . . . . .	8 —	8 —	...	...	11 —	12 —	14 —	15 —	...	...	...	...
Nowgong . . . . .	...	...	...	...	5 12	5 —	14 —	15 —	...	...	...	...
Sibsagar . . . . .	...	...	...	...	6 8	6 —	13 —	13 —	...	...	...	...
Lakhimpur . . . . .	8 —	8 —	...	...	6 —	6 —	14 —	13 8	...	...	...	...
<b>Bengal—</b>												
<i>Eastern hill tracts—</i>												
Naga Hills . . . . .	...	...	...	...	5 —	5 —	12 —	12 —	...	...	...	...
<i>Eastern—</i>												
Backerganj . . . . .	...	...	...	...	13 8	14 —	14 —	14 4	...	...	...	...
Noakhali . . . . .	...	...	...	...	10 10	10 10	16 —	15 12	...	...	...	...
Chittagong . . . . .	...	...	...	...	12 8	12 8	14 8	14 8	...	...	...	...
Tippera . . . . .	...	...	...	...	10 —	10 —	16 14	18 3	...	...	...	...
Dacca . . . . .	12 13	12 13	26 —	26 —	11 10	11 10	18 4	16 —	...	...	...	...
Maimensingh . . . . .	13 8	13 8	10 —	10 —	16 —	16 —	18 —	18 —	...	...	...	...
<i>Deltaic—</i>												
Khulna . . . . .	...	...	...	...	16 —	15 —	19 —	19 —	...	...	...	...
24 Parganas . . . . .	...	...	...	...	8 14	8 14	14 8	11 6	...	...	...	...
Midnapur . . . . .	16 —	10 —	...	...	12 —	10 —	16 4	16 —	...	...	...	...
Howrah . . . . .	...	...	...	...	9 14 and 10 8	9 14 and 10 12	14 —	12 8 and 14 —	...	...	...	...
Calcutta . . . . .	12 4	12 4	17 12	17 12	8 —	8 —	12 4	12 4	17 12	17 12	16 —	16 —
Hooghly . . . . .	14 —	14 —	...	...	8 —	8 —	14 —	14 —	...	...	...	...
Nadia (Krishnagarh) . . . . .	16 13	16 13	...	...	6 11	6 2	15 4	14 9	...	...	...	...
Jessore . . . . .	12 —	11 —	12 —	11 8	12 12	12 12	19 —	18 8	...	...	...	...
Faridpur . . . . .	18 8	18 —	20 —	20 —	6 —	6 —	21 —	21 —	...	...	...	...

*the number of sers (of 80 tolas) and chittacks sold for one rupee.)*

MAHUA OR FAGI ( <i>Eleusine coracana</i> ).		KANGNI OR KAKUNI, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADJAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
...	...	...	...	...	...	...	...	...	...	18 14	15 —	Burma—
...	...	...	...	6 9	6 9	...	...	...	...	18 12	17 12	Tenasserim—
...	...	...	...	9 5	9 5	...	...	7 —	7 —	14 —	14 —	Mergui.
												Tavoy.
												Moulmein and Amherst.
...	...	...	...	11 2	11 2	20 8	20 8	9 —	9 —	14 —	14 —	Pegu (deltaic)—
...	...	...	...	13 —	13 —	...	...	10 —	10 —	19 8	19 8	Pegu.
...	...	...	...	...	...	...	...	...	...	16 2	16 1	Rangoon.
...	...	...	...	9 13	9 13	...	...	...	...	15 15	15 15	Thongwa.
												Bassein.
...	...	...	...	8 8	8 8	...	...	...	...	14 4	14 4	Pegu (inland)—
...	...	...	...	...	...	...	...	5 11	5 11	10 —	10 —	Tharawadi.
...	...	...	...	9 14	9 2	...	...	9 6	9 6	14 3	14 3	Henzada.
...	...	...	...	9 12	11 6	...	...	...	...	12 10	11 6	Prome.
...	...	...	...	16 —	14 3	37 9	37 9	9 3	9 3	14 8	14 8	Toungoo.
												Thayetmyo.
...	...	...	...	20 4	19 6	40 4	37 11	9 8	10 6	16 15	16 —	Upper Burma—
...	...	...	...	6 8	9 4	...	...	6 9	5 12	9 —	9 9	Mandalay.
...	...	...	...	17 2	15 —	...	...	6 7	6 —	14 3	14 3	Bamo.
...	...	...	...	17 8	17 8	56 14	56 14	5 —	5 —	14 4	14 4	Pacokku.
												Meiktila.
...	...	...	...	...	...	...	...	...	...	14 —	9 1	Arakan—
...	...	...	...	...	...	...	...	...	...	21 13	21 13	Sandoway.
...	...	...	...	16 —	10 —	...	...	7 —	7 —	10 —	10 —	Kyaukpyu.
												Akyab.
...	...	...	...	14 8	13 5	...	...	11 4	11 4	10 5	10 5	Assam—
...	...	...	...	10 10½	10 10½	...	...	8 —	8 —	8 —	8 —	Surma—
												Sylhet.
												Cachar.
...	...	...	...	7 8	6 6	11 6	11 4	6 14	6 10	6 —	6 1	Hill tracts—
...	...	...	...	7 —	8 —	...	...	5 —	6 —	6 8	6 8	Khasi and Jaintia Hills.
...	...	...	...	...	...	...	...	3 —	3 —	4 —	4 —	Garo Hills.
												Manipur.
...	...	...	...	15 —	14 —	...	...	10 —	10 —	10 —	10 —	Brahmaputra—
...	...	...	...	15 —	15 —	...	...	11 —	11 —	10 —	10 —	Goalpara.
...	...	...	...	12 —	11 —	...	...	10 —	9 —	10 —	10 —	Kamrup.
...	...	...	...	9 —	9 —	...	...	9 —	6 8	9 —	9 —	Darrang.
...	...	...	...	10 —	10 —	...	...	9 —	9 —	9 —	9 —	Nowgong.
...	...	...	...	12 —	12 —	...	...	9 —	8 —	8 —	8 —	Sibsagar.
												Lakhimpur.
...	...	...	...	4 8	4 8	...	...	4 —	4 8	4 8	4 8	Bengal—
												Eastern hill tracts—
												Naga Hills.
...	...	...	...	15 —	13 —	...	...	...	...	10 8	10 —	Eastern—
...	...	...	...	12 8	12 8	...	...	...	...	9 —	9 —	Backerganj.
...	...	...	...	12 8	12 8	...	...	9 —	9 —	10 8	10 8	Noakhali.
...	...	...	...	10 —	16 —	...	...	14 —	14 —	10 —	8 —	Chittagong.
...	...	...	...	8 —	8 —	...	...	10 8	10 8	9 8	9 8	Tippera.
												Dacca.
												Maimensingh.
...	...	...	...	13 —	13 —	...	...	10 —	10 —	10 —	10 —	Deltaic—
...	...	...	...	18 4	17 12	...	...	13 14	14 8	10 10	10 10	Khulna.
												24-Parganas.
...	...	...	...	16 —	16 —	...	...	12 —	13 —	10 8	10 8	Midnapur.
...	...	...	...	16 —	16 —	...	...	12 8	12 8	10 8	10 8	Howrah.
...	...	10 —	10 —	16 —	14 8	26 —	24 —	11 6	11 6	10 —	10 —	Calcutta.
...	...	...	...	16 —	16 —	...	...	11 —	11 —	10 8	10 8	Hooghly.
...	...	...	...	20 10	24 9	...	...	13 5	12 5	11 7	11 7	Nadia (Krishnagarh).
...	...	...	...	16 8	16 —	...	...	12 12	...	9 2	9 2	Jessore.
...	...	...	...	20 —	20 —	...	...	8 —	8 —	10 —	10 —	Faridpur.



## RETAIL PRICES FOR THE 2nd HALF OF FEBRUARY 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Penicillaria spicata).	
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Best sort.		Common.		Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
					Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.				
Bengal—continued.												
Central—												
Bankura . . . . .	13 12	13 12	...	...	13 4	13 4	18 12	18 12	...	...	...	...
Bardwan . . . . .	16 8	14 8	...	...	15 —	14 8	17 —	17 4	...	...	...	...
Birbhum . . . . .	13 8	13 8	...	...	15 —	15 —	18 —	18 —	...	...	...	...
Murshidabad . . . . .	19 —	16 — and 18 —	32 —	27 —	14 —	14 —	18 —	17 —	...	...	...	...
Santhal Parganas . . . . .	13 8	12 8	30 —	30 —	13 —	14 —	20 —	20 —	...	...	...	...
Pabna . . . . .	16 8	16 8	22 8	22 8	7 —	7 —	18 12	18 12	...	...	...	...
Bogra . . . . .	16 8	16 8	...	...	15 —	13 8	22 8	21 —	...	...	...	...
Rajshahi . . . . .	20 —	18 —	30 —	22 8	12 —	12 —	18 —	17 4	...	...	...	...
Malda . . . . .	18 —	18 —	...	...	10 —	9 8	19 —	18 —	30 —	...	...	...
Northern—												
Rangpur . . . . .	12 —	12 —	...	...	10 —	9 4	18 —	16 —	...	...	...	...
Dinajpur . . . . .	16 —	16 —	16 —	16 —	14 6	14 6	20 —	20 —	...	...	...	...
Jalpaiguri . . . . .	12 —	13 —	...	...	5 —	5 —	16 —	16 —	...	...	...	...
Hills—												
Darjeeling . . . . .	9 —	9 —	10 —	10 —	5 8	5 8	16 —	15 —	...	...	...	...
Orissa—												
Puri . . . . .	10 8	10 8	...	...	7 14	7 14	17 2	17 1	...	...	...	...
Cuttack . . . . .	13 2	11 13	...	...	10 8	10 8	15 12	15 1	...	...	...	...
Balasore . . . . .	16 —	13 —	11 —	10 —	14 —	14 —	17 —	17 —	...	...	...	...
Chota-Nagpur—												
Singbhum . . . . .	8 —	8 —	...	...	16 —	16 —	20 —	20 —	...	...	...	...
Manbhum . . . . .	13 —	14 —	20 —	16 —	14 6	15 —	22 —	22 —	...	...	...	...
Lohardaga . . . . .	8 — to 13 —	8 8 to 13 8	18 —	18 —	14 —	14 —	20 —	20 —	...	...	...	...
Palamau . . . . .	18 9	18 —	30 6	30 6	18 9	18 9	20 4	20 4	...	...	...	...
Hazaribagh . . . . .	13 4	13 4	22 8	21 —	8 —	8 —	18 —	18 —	...	...	...	...
Bihar, south—												
Monghyr . . . . .	15 12	16 8	...	...	11 9	11 9	14 14	16 13	...	...	...	...
Gaya . . . . .	18 —	17 —	25 —	26 4	11 —	9 8	17 —	17 —	27 —	21 —	...	...
Patna . . . . .	19 —	19 —	32 —	35 —	14 —	14 —	21 —	21 —	29 —	24 —	...	...
Shahabad . . . . .	16 — and 17 —	17 — to 18 —	24 —	27 —	10 —	10 —	14 — to 17 —	15 — to 18 —	...	...	...	...
Bihar, north—												
Furnea . . . . .	16 —	16 —	...	...	16 —	16 —	19 —	18 —	...	...	...	...
Bhagalpur . . . . .	17 10	17 10	30 4	30 4	13 14	14 8	17 10	17 10	...	...	...	...
Darbhanga . . . . .	15 —	15 —	25 —	26 —	9 8	9 —	15 —	15 —	...	...	...	...
Muzaffarpur . . . . .	10 —	10 —	20 —	25 —	8 —	8 —	14 —	15 —	...	...	...	...
Saran . . . . .	17 —	17 —	30 —	30 —	11 —	11 —	16 4	16 —	...	29 —	...	...
Champaran . . . . .	16 —	15 —	...	21 8	6 8	6 8	15 8	15 —	...	...	...	...
N.W. Provinces—												
Eastern—												
Mirzapur . . . . .	14 8	15 —	24 —	24 —	11 —	11 —	15 —	14 —	24 —	27 —	21 —	24 —
Benares . . . . .	15 9 1/2	15 7	23 1 1/2	23 —	8 2 1/2	8 6 1/2	13 13	14 11	24 5	24 5	21 12	21 1 1/2
Ghazipur . . . . .	10 10	10 6	22 8	21 6	7 4	7 4	13 14	13 14	20 2	19 14	20 6	20 4
Jaunpur . . . . .	16 8	16 8	26 —	24 —	7 —	7 —	15 8	16 8	...	...	...	...
Allahabad . . . . .	14 4	14 4	22 —	20 12	9 —	9 —	13 8	14 —	22 —	21 8	18 8	20 8
Central—												
Banda . . . . .	15 —	15 4	27 —	22 —	5 8	5 8	14 12	14 8	24 —	23 —	24 —	23 —
Fatehpur . . . . .	13 8	15 —	24 —	22 —	8 —	12 —	15 —	15 —	24 —	23 —	24 —	23 —
Hamirpur . . . . .	15 8	14 8	25 4	22 —	7 12	7 —	12 15	12 8	25 4	25 —	25 4	25 —
Jaun . . . . .	15 —	14 8	24 —	24 —	8 —	8 —	12 —	13 —	25 —	24 —	24 —	24 —
Cawnpore . . . . .	16 8	15 4	20 —	24 8	...	...	13 4	13 8	20 —	24 8	25 —	24 —
Jhansi . . . . .	15 —	15 —	20 12	27 —	7 12	7 12	12 4	12 4	28 —	27 12	25 8	24 8
Etawah . . . . .	10 12	10 12	23 8	23 8	5 —	5 —	13 —	13 —	26 4	26 8	24 12	24 12
Farukhabad . . . . .	18 6	17 11	30 —	28 10	4 12	4 12	14 5	14 5	25 14	24 8	27 4	24 8
Mainpuri . . . . .	18 4	18 4	29 8	28 8	...	...	11 —	11 —	25 8	25 4	29 8	28 12
Etah . . . . .	18 4	18 4	32 8	33 8	4 8	4 8	13 8	13 8	27 8	29 8	28 8	28 4
Western—												
Meerut . . . . .	15 8	16 —	24 —	24 —	5 —	5 —	12 —	12 —	24 —	24 —	21 —	21 —
Agra . . . . .	10 8	10 8	20 —	20 —	8 —	8 —	12 —	12 —	24 —	25 —	23 —	23 —
Muttra . . . . .	16 12	16 14	28 4	27 12	7 4	7 4	12 12	12 12	26 4	27 2	23 10	24 2
Aligarh . . . . .	17 —	17 —	25 —	20 —	5 —	4 8	...	...	23 —	25 —	22 —	22 8
Bulanobahar . . . . .	17 —	17 —	25 —	29 —	5 —	5 —	12 —	12 —	24 4	27 4	23 —	24 —
Submontane, east—												
Ballia . . . . .	17 —	16 8	23 —	25 —	6 8	6 8	14 —	15 —	26 —	26 —	20 —	26 —
Azamgarh . . . . .	15 8	16 8	23 4	22 8	4 7	4 7	10 12	10 10	25 1	25 1	...	...
Gorakhpur . . . . .	18 —	17 9	30 9	24 10	13 8	13 15	15 5	16 3	28 13	30 2	22 8	23 5
Basti . . . . .	19 8	19 8	25 —	25 —	15 —	14 12	15 —	15 —	...	...	...	...

represent the number of sers (of 80 tolas) and chittagates sold for one rupee.)

MARUA OR RAGI ( <i>Eleusine coracana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR BUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, GADIAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
...	...	...	...	15 —	15 —	...	...	12 —	12 —	10 —	10 —	Bengal—continued.
...	...	...	...	21 8	21 5	...	...	14 —	14 —	12 4	12 —	Central—
...	...	...	...	18 —	18 —	...	...	13 8	13 8	10 8	10 8	Bankura.
...	...	...	...	26 —	27 —	...	...	17 —	17 —	11 —	12 —	Bardwan.
...	...	...	...	21 —	17 —	38 —	30 —	23 —	23 8	10 —	10 —	Birbhum.
...	...	...	...	16 8	16 8	...	...	12 8	12 8	9 12	9 12	Murshidabad.
...	...	...	...	16 8	16 8	...	...	9 12	9 12	9 12	9 12	Santhal Parganas.
...	...	...	...	25 8	24 —	...	...	30 —	27 12	9 12	9 12	Pabna.
...	...	...	...	22 —	22 —	...	...	14 —	14 —	{ 9 8 and 10 — }	{ 9 8 and 10 — }	Bogra.
...	...	...	...	20 —	20 —	24 —	24 —	10 —	10 —	10 —	10 —	Rajshahi.
...	...	...	...	19 —	19 —	...	...	13 —	13 —	10 10	10 10	Malda.
...	...	...	...	17 —	17 —	...	...	12 —	12 —	10 —	10 —	Northern—
14 —	16 —	...	...	11 —	10 —	24 —	26 —	8 —	8 —	8 —	8 —	Rangpur.
...	...	...	...	15 —	14 7	...	...	7 14	7 14	13 —	13 —	Dinajpur.
...	...	...	...	18 6*	17 11*	...	...	21 —	19 11	10 12	10 12	Jalpaiguri.
...	...	...	...	14 —	13 —	...	...	11 —	10 8	11 4	11 4	Hills—
...	...	...	...	9 —	9 —	...	...	10 —	10 —	7 —	7 —	Darjeeling.
...	...	...	...	20 —	16 —	24 —	28 —	13 —	14 —	10 —	10 —	Orissa—
...	...	...	...	20 —	20 —	...	...	11 —	11 —	9 8	9 —	Puri.
35 —	35 —	...	...	21 —	21 —	27 —	26 —	13 —	13 —	9 8	9 —	Cuttack.
30 6	33 12	...	...	25 4	23 10	29 —	30 6	18 —	10 14	9 —	9 4	Balasore.
28 —	26 —	...	...	22 —	20 —	22 8	23 —	20 —	22 —	9 —	9 8	Chota-Nagpur—
...	...	...	...	21 2	28 —	25 8	27 —	13 —	13 —	10 —	10 —	Singbhum.
...	...	14 8	15 —	26 —	26 —	...	29 —	10 —	15 4	10 —	10 —	Mansbhum.
...	...	17 —	20 —	28 —	26 —	30 —	32 —	18 —	18 —	11 —	11 —	Lohardaga.
...	...	...	...	24 —	24 —	...	28 —	...	...	10 12	10 12	Palamau.
...	...	...	...	25 —	25 —	...	...	...	...	10 12	10 12	Hazáribágh.
...	...	...	...	16 —	16 —	...	...	11 —	11 —	10 8	10 8	Bihár, south—
...	...	...	...	21 8	21 8	28 —	28 —	13 4	13 4	10 —	10 —	Monghyr.
25 —	25 —	...	...	20 —	20 —	23 —	24 —	14 —	16 —	10 8	10 8	Gaya.
...	27 8	...	...	25 —	25 —	22 8	24 —	16 —	16 —	11 8	11 8	Patna.
25 —	24 —	18 —	16 —	24 —	24 —	25 —	24 8	18 —	18 —	10 12	10 12	Shahabad.
...	...	...	...	22 —	20 8	22 —	23 8	14 —	15 —	10 8	10 8	Bihár, north—
...	...	...	...	...	...	...	...	...	...	...	...	Purnea.
...	...	...	...	24 —	21 —	26 —	24 —	17 —	17 —	10 —	10 8	Bhagalpur.
...	...	12 —	12 —	24 2	23 11	27 2	27 2	15 11½	15 11½	10 11	10 11	Darbhanga.
...	...	16 9	16 9	23 2	22 14	27 8	27 8	16 4	16 2	9 4	9 4	Muzaffarpur.
...	...	15 12	15 12	22 8	21 —	25 —	24 —	18 —	18 —	11 4	11 4	Saran.
...	...	...	...	21 12	20 —	26 —	28 —	15 —	15 —	10 8	10 8	Champaran.
...	...	...	...	...	...	...	...	...	...	...	...	N.-W. Provinces—
...	...	...	...	27 —	25 —	...	...	16 —	17 —	11 —	11 —	Eastern—
...	...	18 —	20 —	21 —	21 —	...	...	10 8	10 —	10 12	10 12	Mirzapur.
...	...	...	...	25 4	25 —	...	...	16 —	16 —	10 8	10 8	Benares.
...	...	...	...	25 —	24 —	...	...	16 —	16 —	10 12	10 12	Ghazipur.
...	...	...	...	23 8	22 —	28 —	27 —	18 8	17 8	11 12	11 12	Jaunpur.
...	...	24 —	23 —	20 —	24 12	32 —	33 —	17 8	17 8	11 —	11 —	Allahabad.
...	...	...	...	23 4	24 —	25 8	25 8	16 —	17 —	11 —	11 —	Central—
22 —	22 —	16 —	14 —	22 8	23 3	30 —	30 —	17 1	15 —	11 9	11 9	Banda.
...	...	...	...	22 8	21 8	35 8	37 8	26 8	28 4	11 8	11 8	Fatehpur.
...	...	...	...	17 8	20 —	25 —	27 —	15 —	16 8	11 8	11 8	Hamirpur.
...	...	24 —	24 —	22 —	22 —	28 —	28 —	10 —	10 —	12 —	12 —	Jalaun.
...	...	22 —	22 —	21 2	21 2	...	...	15 2	17 2	12 —	12 —	Cawnpore.
17 —	...	...	...	16 —	19 8	23 —	29 —	18 —	18 —	11 8	11 8	Jhansi.
...	...	23 —	24 —	19 4	20 4	28 —	30 12	16 8	16 —	11 4	11 4	Etawah.
...	...	...	...	...	...	...	...	...	...	...	...	Farukhabad.
...	...	...	...	...	...	...	...	...	...	...	...	Mainpuri.
20 —	22 —	16 —	16 —	25 —	25 —	27 —	27 —	16 —	15 —	10 —	10 —	Etah.
...	...	...	...	20 15	20 15	25 1	24 11	16 15	16 15	10 —	10 —	Western—
23 6	27 14	16 4	19 13	19 13	19 13	27 —	24 2	20 7	20 —	10 13	10 9	Meerut.
...	...	...	...	19 8	19 —	25 12	25 12	18 —	18 4	10 12	10 8	Agra.
...	...	...	...	...	...	...	...	...	...	...	...	Muttra.
...	...	...	...	...	...	...	...	...	...	...	...	Aligarh.
...	...	...	...	...	...	...	...	...	...	...	...	Bulandshahr.
...	...	...	...	...	...	...	...	...	...	...	...	Submontane, east—
...	...	...	...	...	...	...	...	...	...	...	...	Ballia.
...	...	...	...	...	...	...	...	...	...	...	...	Azamgarh.
...	...	...	...	...	...	...	...	...	...	...	...	Gorakhpur.
...	...	...	...	...	...	...	...	...	...	...	...	Basti.



## RETAIL PRICES FOR THE 2nd HALF OF FEBRUARY 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetia spicata).	
					Best sort.		Common.					
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
N.-W. Provinces—contd.												
Submontane, west—												
Shahjahanpur . . . . .	18 —	17 —	31 —	29 —	11 —	11 —	14 8	14 8	—	—	25 —	25 —
Budaun . . . . .	17 8	17 8	31 —	31 —	8 —	8 —	14 —	15 —	26 —	26 —	25 —	24 8
Pilibit . . . . .	17 8	18 8	28 —	32 8	5 4	5 4	16 4	16 6	26 —	26 —	22 8	23 —
Bareilly . . . . .	16 14	16 14	26 14	26 4	5 —	5 —	11 14	11 14	26 4	26 4	23 12	23 12
Moradabad . . . . .	17 4	18 —	28 8	28 8	5 4	5 4	13 4	13 8	24 —	26 —	22 —	22 8
Bijnor . . . . .	16 5	16 5	27 —	26 7	4 8	4 8	12 6	13 8	—	—	—	20 13
Muzaffarnagar . . . . .	17 15	17 13	23 2	24 12	—	—	12 1	12 1	22 8	24 12	—	22 —
Saharanpur . . . . .	17 11	17 11	26 5	27 6	4 13	4 13	11 4	11 4	23 10	23 10	23 10	24 11
Dehra-Dun . . . . .	17 13	18 —	30 —	30 8	7 4	7 4	12 12	12 12	21 8	21 8	22 9	23 —
Hills—												
Naini Tal . . . . .	13 —	13 —	21 —	21 —	4 —	4 —	10 —	10 —	—	—	—	—
Almora . . . . .	11 8	12 8	17 —	18 —	5 —	5 —	11 —	11 —	—	—	—	—
Garhwal . . . . .	10 —	10 —	12 —	12 —	6 —	6 —	10 —	10 —	—	—	—	—
Oudh—												
Southern—												
Partabgarh . . . . .	16 8	16 8	29 —	26 —	—	—	14 8	14 —	26 —	24 8	24 8	25 —
Sultanpur . . . . .	18 8	17 —	25 —	24 8	8 —	8 —	16 —	16 —	24 —	24 —	20 —	20 —
Rae-Bareilly . . . . .	19 —	19 —	25 —	25 —	5 —	5 —	15 8	17 —	23 —	22 —	23 —	23 —
Unao . . . . .	17 —	16 —	23 —	23 —	8 —	8 —	14 —	15 —	24 —	22 —	22 8	22 8
Lucknow . . . . .	17 4	16 —	29 —	28 —	5 4	5 4	14 —	13 8	28 8	28 —	25 —	23 8
Hardoi . . . . .	18 —	17 —	29 —	29 —	—	—	16 —	16 —	25 —	25 —	28 —	28 —
Northern—												
Fyzabad . . . . .	17 —	17 —	26 —	26 —	12 —	12 —	14 8	15 —	29 8	28 —	22 8	22 8
Barabanki . . . . .	16 8	16 —	24 —	22 —	—	6 —	13 —	12 —	22 —	26 —	24 —	24 —
Gonda . . . . .	18 2	18 4	32 —	32 —	—	—	15 10	15 4	30 8	30 8	26 —	26 —
Bahraich . . . . .	18 —	18 —	35 —	35 —	8 —	7 —	10 —	10 —	33 —	33 —	28 —	28 —
Sitapur . . . . .	17 8	17 4	30 —	28 —	5 —	5 —	14 8	14 —	29 —	28 —	28 —	27 —
Kheri . . . . .	18 —	17 —	35 —	33 —	5 —	5 —	10 —	15 —	30 —	34 —	—	28 —
Rajputana—												
Eastern—												
Partabgarh . . . . .	18 12	18 12	—	—	7 —	7 —	12 8	12 8	37 8	37 8	18 12	18 12
Banswara . . . . .	14 1	13 12	13 12	15 —	5 10	6 4	13 2	13 12	—	—	—	—
Meywar (Udaipur) . . . . .	14 13	15 3	21 7	22 4	8 9	8 15	9 6	9 6	28 14	28 14	14 13	14 13
Hilly Tracts of Meywar (Dungarpur) . . . . .	17 —	16 —	23 —	22 8	8 —	8 —	11 —	11 —	—	—	—	—
Sirohi . . . . .	12 —	12 8	20 —	20 —	5 8	6 —	7 —	7 —	13 —	13 —	14 —	14 8
Erinpura . . . . .	14 8	14 9	21 14	21 9	6 10	6 10	9 2	9 10	20 4	20 8	16 11	16 15
Ajmere . . . . .	13 13	13 8	19 —	19 —	6 5	6 5	9 2	9 2	21 5	22 —	18 5	18 5
Abu . . . . .	12 5	12 7	18 5	19 8	5 9	5 12	7 11	7 8	—	—	14 10	14 13
Kishengarh . . . . .	13 10	13 9	—	—	—	—	—	—	—	—	—	—
Bundi . . . . .	13 4	14 4	17 12	19 12	6 —	6 —	7 —	7 —	19 4	21 —	18 —	17 4
Kotah . . . . .	10 3	16 —	25 5	25 2	7 12	6 8	7 8	7 12	20 9	20 4	18 8	19 4
Jhalawar . . . . .	13 4	19 4	31 8	33 8	7 4	7 4	9 —	9 —	32 8	33 8	20 —	20 —
Tonk . . . . .	15 15	16 4	37 7	37 7	7 13	7 13	12 5	12 6	29 13	30 6	20 10	20 10
Jaipur . . . . .	14 12	14 1	20 12	21 4	4 —	4 —	7 —	6 —	20 13	21 2	—	19 3
Kerauli . . . . .	12 —	11 12	18 —	18 8	4 4	4 4	6 8	6 8	19 8	20 —	17 8	18 —
Dholpur . . . . .	15 10	15 10	28 2	28 2	10 —	10 —	11 4	11 4	27 8	27 8	23 12	23 12
Bharatpur . . . . .	15 5	15 8	25 5	25 8	9 9	9 9	10 2	10 2	26 7	27 4	20 4	20 4
Alwar . . . . .	15 7	16 —	26 7	29 —	5 —	5 —	8 —	8 —	26 7	27 12	24 11	26 4
Deoli Cantonment . . . . .	15 10	15 9	22 1	22 5	5 12	5 12	9 4	9 4	23 4	23 9	21 5	21 —
Nasirabad Cantonment . . . . .	15 11	15 15	22 6	22 8	4 —	4 —	6 —	6 —	23 15	24 1	23 —	23 —
Baizer . . . . .	14 —	14 —	—	—	7 —	7 —	10 —	10 8	22 8	22 8	18 8	18 8
Anadra . . . . .	12 10	12 10	—	—	5 8	5 7	7 8	7 8	—	—	14 10	14 10
Shahpura . . . . .	13 —	13 —	—	—	6 4	6 2	7 6	7 4	—	—	—	—
Western—												
Jodhpur . . . . .	13 —	13 —	17 3	18 4	7 —	7 —	8 7	8 7	18 —	18 4	15 —	16 14
Jaisalmer . . . . .	13 8	13 6	—	—	—	—	—	—	—	—	16 3	17 4
Bikaner . . . . .	10 8	10 6	—	—	6 —	6 —	10 —	10 6	15 3	15 3	13 —	16 3
Central India—												
Indore . . . . .	12 8	13 —	19 —	20 —	8 4	8 4	9 4	9 4	27 —	27 —	22 —	21 —
Nimach Cantonment . . . . .	15 8	15 8	—	—	7 —	7 —	8 —	8 —	26 —	26 —	22 —	22 —
Gwalior . . . . .	10 1	10 10	19 2	22 5	5 13	6 6	6 14	7 7	19 10	20 3	17 4	18 9
Punjab—												
Southern—												
Ferozepur . . . . .	17 —	17 —	22 —	25 —	—	—	10 —	10 —	19 —	20 —	18 —	19 —
Central—												
Lahore . . . . .	18 —	17 —	27 —	30 —	—	—	10 —	10 —	21 —	25 —	20 —	20 —
Cujranwala . . . . .	17 —	17 —	34 —	28 —	—	—	11 —	11 —	21 —	24 —	23 —	21 —
Gujrat . . . . .	17 —	19 —	32 —	32 —	—	—	13 —	13 —	20 —	20 —	28 —	28 —
Jhelum . . . . .	17 —	17 —	28 —	28 —	—	—	11 —	11 —	24 —	23 —	32 —	32 —
Central—												
Lahore . . . . .	17 —	18 —	32 —	33 —	—	—	12 —	12 —	25 —	25 —	20 —	21 —

represent the number of sers (of 80 tolas) and chittabes sold for one rupee.)

MAHUA OR RAGI ( <i>Bienertia coromandana</i> ).		KANGNI OR KARUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, GHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADIAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
...	...	...	...	21 —	21 —	...	...	18 —	17 —	11 4	11 —	N.-W. Provinces—contd.
...	...	16 —	16 —	22 —	22 8	34 —	35 —	18 —	18 —	10 12	10 12	Submontane, west— Shahjahanpur.
...	...	...	...	22 —	23 8	31 —	32 —	17 —	17 —	11 —	11 —	Budaun.
...	...	17 8	17 8	19 6	18 2	31 —	30 —	15 —	15 —	10 10	10 2	Pilibit.
...	...	18 —	18 —	15 12	19 —	28 8	29 8	15 —	15 —	11 —	11 —	Bareilly.
...	...	...	...	17 7	18 4	14 12	14 12	14 10	14 10	11 2	11 —	Moradabad.
...	...	...	...	...	...	...	...	...	...	...	...	Bijnor.
...	...	...	...	18 7	19 13	24 12	25 12	14 5	14 4	11 4	11 4	Muzaffarnagar.
26 14	26 14	25 13	25 13	19 9	20 1	29 —	30 1	13 15	15 1	11 4	11 4	Saharanpur.
27 9	28 —	...	...	19 7	20 —	29 6	30 —	15 —	15 —	10 8	10 8	Dehra-Dun.
...	...	...	...	14 8	14 8	...	...	8 —	8 —	8 —	8 —	Hills—
17 8	18 —	...	...	13 —	13 —	...	...	11 3	11 3	8 8	8 8	Naini Tal.
...	...	...	...	8 —	8 —	...	...	6 —	6 —	6 —	6 —	Almora.
...	...	...	...	...	...	...	...	...	...	...	...	Garhwāl.
...	...	...	...	21 —	19 —	...	...	17 8	16 8	11 —	10 12	Oudh—
...	...	...	...	23 —	20 8	24 —	24 —	17 —	17 —	11 —	11 —	Southern—
28 —	28 —	25 —	25 —	20 —	18 —	25 —	24 —	16 —	16 —	11 —	11 —	Partabgarh.
...	...	24 —	24 —	20 —	20 8	27 —	27 —	17 —	17 —	11 —	11 —	Sultanpur.
...	...	25 —	25 —	20 8	19 —	30 —	28 —	18 —	17 8	11 —	11 —	Rae-Bareilly.
...	...	...	...	23 —	23 —	...	...	16 —	16 —	10 8	10 8	Unao.
...	...	...	...	...	...	...	...	...	...	...	...	Lucknow.
...	...	22 —	22 —	21 —	21 —	19 —	27 8	18 —	18 —	11 —	11 —	Hardoi.
...	25 —	...	16 —	19 —	18 —	28 —	26 8	18 8	18 —	11 —	11 —	Northern—
...	12 —	12 —	23 8	23 8	29 8	30 8	18 4	18 4	10 10	10 —	10 —	Fyzabad.
44 5	44 —	17 —	18 —	25 —	25 —	33 —	30 —	21 —	20 —	10 8	10 8	Barabanki.
...	...	...	28 —	23 —	23 —	29 —	28 —	17 —	17 —	11 —	11 —	Gonda.
...	...	...	...	22 8	23 —	36 —	33 —	22 —	20 —	11 —	11 —	Bahraich.
...	...	...	...	...	...	...	...	...	...	...	...	Sitapur.
...	...	...	...	...	...	...	...	...	...	...	...	Kheri.
...	...	...	...	26 4	20 5	39 1	39 1	15 10	15 10	19 2	19 2	Rajputana—
...	...	...	...	25 10	25 —	33 12	33 12	...	...	7 13	8 2	Eastern—
...	...	13 4	13 4	14 13	14 13	27 11	28 14	11 11	11 11	10 5	10 5	Partabgarh.
...	...	16 —	15 —	24 —	21 —	35 —	36 —	...	...	10 8	10 8	Banswara.
...	...	...	...	14 —	15 —	21 —	22 —	...	...	12 —	12 —	Meywar (Udaipur).
...	...	...	...	16 10	16 12	...	...	...	...	12 4	12 4	Hilly Tracts of Meywar (Dangarpur).
...	...	9 8	9 8	16 13	15 5	21 2	22 —	...	...	12 8	12 8	Sirohi.
...	...	...	...	16 8	16 7	20 3	20 6	10 4 &	10 9 &	11 —	11 —	Eringpora.
...	...	...	...	16 8	18 —	19 12	19 12	...	...	11 3	11 3	Ajmere.
...	...	...	...	19 10	19 6	26 9	27 12	...	...	13 8	13 8	Abu.
...	...	...	...	23 4	25 6	29 8	32 —	10 —	10 —	10 8	10 4	Kishengarh.
...	...	29 6	29 6	18 9	18 14	42 10	44 7	10 12	10 12	10 1	10 1	Bundi.
...	...	...	...	16 11	13 11	...	21 12	...	...	10 4	10 —	Kotah.
...	...	21 —	25 —	14 8 &	15 8 &	19 8	19 8	20 —	20 —	12 —	12 —	Jhalawar.
...	...	23 12	23 12	23 12	23 12	...	...	22 8	22 8	11 4	11 4	Tonk.
...	...	21 6	21 6	22 15	23 2	...	...	16 5	16 1	11 8	11 8	Jaipur.
...	...	26 13	26 13	20 13	22 3	27 4	27 —	13 11	13 11	11 12	11 12	Kerauli.
...	...	14 —	14 —	18 12	20 4	22 4	25 6	24 —	20 3	12 8	12 8	Dholpur.
...	...	...	...	20 —	20 —	...	...	...	...	12 —	12 —	Bhartpur.
...	...	...	...	17 —	17 8	...	...	12 8	12 8	13 —	13 —	Alwar.
...	...	...	...	9 12	9 12	...	...	...	...	12 —	12 —	Deoli Cantonment.
...	...	...	...	16 2	16 8	21 8	21 8	8 8	8 —	12 —	12 —	Nasirabad Cantonment.
...	...	...	...	14 —	14 —	22 —	22 —	...	...	11 —	11 12	Balmer.
...	...	...	...	14 6	15 12	18 1	19 —	9 13	11 4	13 11	13 11	Anadra.
...	...	...	...	12 —	12 —	...	...	...	...	21 —	21 —	Shahpura.
...	...	...	...	16 8	16 —	...	...	10 —	10 —	12 —	12 —	Western—
...	...	...	...	19 4	17 8	32 —	30 —	14 8	13 12	11 —	11 —	Jodhpur.
...	...	31 1	4 4	16 7	17 12	24 7	24 15	9 —	10 5	8 3	8 8	Jaisalmer.
...	...	...	...	...	...	...	...	...	...	...	...	Bikaner.
...	...	...	...	19 4	17 8	32 —	30 —	14 8	13 12	11 —	11 —	Central India—
...	...	...	...	...	...	...	...	...	...	...	...	Indore.
...	...	...	...	...	...	...	...	...	...	...	...	Nimach Cantonment.
...	...	...	...	...	...	...	...	...	...	...	...	Gwalior.
...	...	...	...	21 —	23 —	28 —	32 —	11 —	11 —	12 8	12 8	Panjab—
...	...	...	...	...	...	...	...	...	...	...	...	Southern—
...	...	...	...	...	...	...	...	...	...	...	...	Hissar.
...	...	...	...	...	...	...	...	...	...	...	...	Ferozpur.
...	...	...	...	...	...	...	...	...	...	...	...	Central—
...	...	...	...	...	...	...	...	...	...	...	...	Lahore.
...	...	...	...	...	...	...	...	...	...	...	...	Gujranwala.
...	...	...	...	...	...	...	...	...	...	...	...	Gujrat.
...	...	...	...	...	...	...	...	...	...	...	...	Jhelam.

\* Not sold

† Not produced.

‡ Not procurable.

§ Husked.

|| Unhusked.



## RETAIL PRICES FOR THE 2nd HALF OF FEBRUARY 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMRU (Pennisetia spicata).	
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Best sort.		Common.		Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
					Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.				
Panjab—continued.												
South-eastern—												
Gurgaon . . . . .	16 —	16 —	24 —	24 —	...	...	10 —	10 —	23 —	22 —	19 —	20 —
Delhi . . . . .	16 —	16 —	24 —	25 —	...	...	12 —	12 —	22 —	23 —	20 —	21 —
Rohtak . . . . .	16 —	16 —	22 —	23 —	...	...	13 —	13 —	20 —	21 —	19 —	20 —
Karnal . . . . .	18 —	17 —	29 —	28 —	...	...	10 —	10 —	25 —	25 —	20 —	20 —
Submontane—												
Ambala . . . . .	19 —	20 —	25 —	25 —	...	...	12 —	12 —	29 —	29 —	23 —	23 —
Ludhiana . . . . .	20 —	20 —	27 —	27 —	...	...	10 —	10 —	24 —	24 —	21 —	21 —
Jalandhar . . . . .	21 —	21 —	27 —	27 —	...	...	11 —	11 —	24 —	24 —	21 —	20 —
Hoshiarpur . . . . .	21 —	21 —	27 —	27 —	...	...	12 —	12 —	23 —	23 —	18 —	18 —
Gurdaspur . . . . .	22 —	22 —	39 —	39 —	...	...	12 —	12 —	24 —	24 —	†	†
Amritsar . . . . .	18 —	18 —	33 —	32 —	...	...	11 —	11 —	22 —	22 —	22 —	21 —
Sialkot . . . . .	17 —	17 —	31 —	31 —	...	...	14 —	14 —	27 —	27 —	22 —	22 —
Hills—												
Simla . . . . .	15 —	16 —	21 —	21 —	...	...	10 —	10 —	23 —	24 —	16 —	16 —
Kangra . . . . .	19 —	20 —	26 —	28 —	...	...	16 —	15 —	†	†	†	†
Northern—												
Rawalpindi . . . . .	16 —	16 —	26 —	26 —	...	...	10 —	10 —	29 —	29 —	20 —	21 —
Hazara . . . . .	18 —	18 —	30 —	29 —	...	...	12 —	11 —	29 —	29 —	20 —	20 —
Peshawar . . . . .	15 —	15 —	29 —	29 —	...	...	10 —	10 —	32 —	32 —	18 —	20 —
Kohat . . . . .	16 —	16 —	24 —	24 —	...	...	13 —	13 —	†	†	22 —	22 —
Bannu . . . . .	21 —	21 —	33 —	33 —	...	...	14 —	14 —	41 —	41 —	24 —	24 —
Western—												
Shahpur . . . . .	18 —	17 —	28 —	25 —	...	...	10 —	10 —	22 —	22 —	21 —	20 —
Jhang . . . . .	18 —	18 —	26 —	27 —	...	...	12 —	12 —	29 —	30 —	26 —	26 —
Multan . . . . .	16 —	16 —	26 —	26 —	...	...	16 —	16 —	25 —	29 —	23 —	23 —
Montgomery . . . . .	18 —	17 —	26 —	26 —	...	...	13 —	12 —	28 —	28 —	20 —	†
Dera Ismael Khan . . . . .	19 —	18 —	23 —	23 —	...	...	9 —	9 —	25 —	25 —	23 —	23 —
Muzaffargarh . . . . .	17 —	16 —	23 —	23 —	...	...	15 —	15 —	20 —	20 —	22 —	22 —
Dera Ghazi Khan . . . . .	15 —	15 —	21 —	21 —	...	...	14 —	14 —	23 —	22 —	20 —	20 —
Sind and Baluchistan—												
Karachi . . . . .	13 —	13 —	...	...	8 —	9 —	10 —	10 —	20 —	20 —	18 —	17 8
Hyderabad . . . . .	12 —	13 —	...	...	9 —	8 —	12 —	11 —	20 —	20 —	20 —	20 —
Thar and Parkar (Umarkot) . . . . .	11 —	12 8	...	...	18 —	18 —	19 —	19 —	16 —	...	16 —	16 —
Shikarpur . . . . .	15 —	15 —	...	...	8 —	8 —	9 —	9 —	26 —	26 —	23 —	23 —
Upper Sind Frontier . . . . .	13 —	13 —	...	...	10 —	10 —	11 —	11 —	26 8	28 8	24 8	24 8
Quetta . . . . .	14 —	14 —	...	...	4 —	4 —	7 —	7 —	22 —	22 —	18 —	16 —
Bombay—												
Konkan—												
Karwar . . . . .	10 3	9 4	...	...	9 2	9 2	11 2	12 2	15 3	14 4	15 —	13 2
Ratnagiri . . . . .	8 12	8 12	...	...	13 1	13 1	13 9	13 9	14 15	15 10	15 4	15 14
Alibag . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bombay . . . . .	8 7	8 7	...	...	7 10	7 10	10 6	10 6	14 11	14 11	14 9	14 9
Tanna . . . . .	10 15	10 15	...	...	12 —	12 —	12 15	12 15	*	*	10 3	10 3
Deccan—												
Dharwar . . . . .	15 3	14 11	...	...	14 5	15 5	15 5	17 3	25 8	24 9	26 1	24 3
Belgaum . . . . .	14 3	13 11	...	...	13 7	13 7	13 10	13 10	21 13	21 13	21 7	20 8
Satara . . . . .	15 4	14 8	...	...	11 1	10 5	11 9	11 10	22 9	20 13	20 13	20 7
Sholapur . . . . .	14 14	13 15	...	...	11 8	11 8	12 11	12 11	30 6	29 8	25 —	25 —
Bijapur . . . . .	16 —	15 1	...	...	7 8	7 6	11 10	11 14	29 —	28 12	28 —	28 3
Poona . . . . .	11 10	10 7	...	...	9 11	9 11	10 13	10 13	23 —	23 8	18 6	18 6
Khandesh—												
Ahmadnagar . . . . .	13 1	13 —	...	...	10 5	10 5	13 10	13 9	22 —	22 —	21 15	21 15
Nasik . . . . .	14 6	12 15	...	...	8 11	8 2	10 4	9 8	*	*	16 15	16 15
Dhulia . . . . .	12 4	12 4	...	...	7 7	7 7	9 7	9 7	27 10	27 10	22 1	22 1
Gujarat—												
Surat . . . . .	11 9	11 9	...	...	7 6	7 6	8 13	8 13	20 13	20 13	18 1	18 1
Broach . . . . .	12 8	12 8	...	...	8 —	8 —	10 —	10 8	20 —	20 8	16 —	16 8
Kaira . . . . .	14 —	14 —	...	...	8 —	8 —	12 —	12 —	20 —	20 —	16 —	16 —
Baroda Cantonment . . . . .	11 8	11 8	...	...	7 —	7 —	9 —	9 —	18 —	18 —	16 —	16 —
Ahmadabad . . . . .	12 —	12 —	...	...	9 —	6 8	12 —	12 —	18 —	19 8	16 —	16 8
Godhra . . . . .	10 —	10 —	...	...	8 —	8 —	10 8	10 8	...	...	17 —	17 —
Disa Cantonment . . . . .	13 —	12 8	...	...	6 8	7 —	9 —	9 —	21 —	*	20 —	20 —
Kathiawar—												
Rajkot . . . . .	16 —	16 —	...	...	6 10	6 10	10 —	10 —	18 8	18 8	15 6	15 6
Central Provinces—												
Western—												
Nimar . . . . .	12 13	12 13	...	...	6 12	6 12	12 8	12 8	26 9	26 9	...	...
Khandwa . . . . .	12 —	12 —	...	...	10 8	10 8	12 —	12 —	30 —	30 —	21 —	21 —
Hoshangabad . . . . .	12 8	12 8	...	...	9 —	9 —	11 11	12 11	22 11	22 11	...	...
Betul . . . . .	16 —	14 6	...	...	12 —	12 —	14 6	14 6	24 —	24 —	...	...
Chhindwara . . . . .	15 —	15 —	...	...	10 —	10 —	13 —	13 —	23 —	23 —	...	...
Nagpur . . . . .	13 12	13 2	...	...	11 4	11 4	15 —	13 12	23 —	21 14	...	...
Wardha . . . . .	13 5	13 5	...	...	7 —	7 —	10 7	10 7	20 14	20 11	...	...

\* Not sold.

† Not produced.

‡ Not procurable.

represent the number of sers (of 80 tolas) and chitticks sold for one rupee.)

MARUA OR RAGI ( <i>Eleusine coracana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arvense</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADJAN PEA ( <i>Caranus indicus</i> ).		SALT.		DISTRICTS.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
†	†	†	†	18	19	19	25	14	14	11	11	Panjab—continued.
†	†	14	14	18	20	24	27	14	14	12	12	
20	20	10	10	19	20	24	25	16	15	11	11	South-eastern—
†	†	12	12	20	20	26	28	13	14	10	8	Gurgaon.
†	†	†	†	†	†	†	†	†	†	†	†	Delhi.
†	†	16	16	20	22	30	32	14	13	12	12	Rohtak.
†	†	17	17	22	23	30	34	10	10	12	12	Karnal.
†	†	20	20	22	23	34	32	†	†	13	13	Submontane—
18	18	14	14	22	23	29	30	8	8	12	12	Ambala.
†	†	15	15	25	25	31	31	†	†	12	12	Ludhiana.
†	†	23	23	22	23	31	31	†	†	12	12	Jalandhar.
†	†	†	†	20	20	25	25	†	†	12	12	Hoshiarpur.
†	†	†	†	†	†	†	†	†	†	12	12	Gurdaspur.
†	†	†	†	†	†	†	†	†	†	12	12	Amritsar.
†	†	†	†	†	†	†	†	†	†	13	12	Sialkot.
18	18	10	10	15	16	24	24	8	8	9	8	Hills—
†	†	†	†	19	19	30	28	12	12	11	11	Simla.
†	†	†	†	†	†	†	†	†	†	†	†	Kangra.
†	†	15	15	20	21	24	24	11	†	13	13	Northern—
†	†	16	17	16	16	27	25	9	9	11	8	Rawalpindi.
†	†	20	20	17	17	27	27	14	14	18	18	Hazara.
†	†	†	†	21	21	24	24	†	†	16	10	Peshawar.
13	13	8	8	28	27	34	34	13	13	21	4	Kohat.
†	†	†	†	†	†	†	†	†	†	†	†	Banna.
20	20	14	14	24	23	21	21	†	†	13	13	Western—
30	30	40	40	18	18	30	32	6	6	12	12	Shahpur.
†	†	24	24	19	19	29	29	†	†	12	4	Jhang.
†	†	†	†	22	22	28	28	12	12	12	8	Multan.
†	†	†	†	23	22	26	25	11	11	16	8	Montgomery.
†	†	†	†	18	18	†	†	8	8	16	8	Dera Ismael Khan.
†	†	†	†	19	19	†	†	†	†	12	12	Muzaffargarh.
†	†	†	†	†	†	†	†	†	†	11	11	Dera Ghazi Khan.
†	†	†	†	†	†	†	†	†	†	†	†	Sind and Baluchistan—
†	†	†	†	15	18	†	†	10	10	13	8	Karachi.
†	†	†	†	14	8	14	8	†	†	12	12	Hyderabad.
†	†	†	†	8	8	†	†	†	†	12	12	Thar and Parkar (Umarkot).
†	†	†	†	17	18	†	†	12	12	12	12	Shikarpur.
†	†	†	†	17	8	17	8	8	8	11	11	Upper Sind Frontier.
†	†	6	6	14	14	18	16	8	8	9	9	Quetta.
†	†	†	†	†	†	†	†	†	†	†	†	Bombay—
16	3	15	5	12	8	12	8	11	4	10	10	Konkan—
14	13	13	13	12	6	12	6	10	13	11	11	Karwar.
†	†	†	†	†	†	†	†	†	†	†	†	Ratnagiri.
11	4	11	4	13	12	13	12	10	3	11	9	Alibag.
†	†	†	†	14	3	14	3	11	14	12	4	Bombay.
†	†	†	†	†	†	†	†	†	†	†	†	Tanna.
24	21	†	†	18	4	16	7	14	12	12	12	Deccan—
†	†	†	†	16	15	8	†	15	2	11	9	Dharwar.
†	†	†	†	13	12	13	12	13	13	11	10	Belgaum.
†	†	†	†	19	13	19	6	17	8	11	10	Satara.
†	†	†	†	19	10	19	10	13	10	11	10	Sholapur.
†	†	†	†	14	15	14	15	13	1	11	12	Bijapur.
†	†	†	†	†	†	†	†	†	†	11	13	Poona.
†	†	†	†	16	10	16	10	12	9	12	6	Khandesh—
20	11	20	11	17	2	17	2	12	13	12	1	Ahmadnagar.
†	†	†	†	13	3	13	3	13	11	11	6	Nasik.
†	†	†	†	†	†	†	†	†	†	†	†	Dhulia.
†	†	†	†	14	13	14	13	13	14	12	12	Gujarat—
†	†	†	†	13	8	13	8	14	8	13	13	Surat.
20	20	†	†	10	10	†	†	17	17	12	8	Broach.
20	20	†	†	14	8	14	8	15	14	11	8	Kaira.
†	†	†	†	15	13	†	†	16	16	13	8	Baroda Cantonment.
23	23	†	†	16	16	†	†	11	11	12	12	Ahmadabad.
†	†	†	†	16	16	12	12	12	12	12	8	Godura.
†	†	†	†	†	†	†	†	†	†	†	†	Disa Cantonment.
†	†	†	†	16	2	15	14	12	12	81	10	Kathiawar—
†	†	†	†	†	†	†	†	†	†	†	†	Rajkot.
†	†	†	†	17	4	17	1	14	3	10	14	Central Provinces—
†	†	†	†	13	13	†	†	†	†	9	9	Western—
†	†	†	†	20	9	22	2	14	6	9	14	Nimar.
†	†	†	†	18	14	6	†	12	10	8	8	Khandwa.
†	†	†	†	19	19	†	†	12	12	8	8	Hoshangabad.
†	†	†	†	18	12	17	8	18	12	10	11	Betul.
†	†	†	†	16	16	†	†	16	16	10	11	Chhindwara.
†	†	†	†	†	†	†	†	†	†	†	†	Nagpur.
†	†	†	†	†	†	†	†	†	†	†	†	Wardha.

\* Not sold.

† Not produced.

I Not procurable.

C



## RETAIL PRICES FOR THE 2nd HALF OF FEBRUARY 1899—concluded. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR GUMBU (Pennisetia spicata).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.		Common.		Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
					Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.				
Central Provinces—contd.												
Central—												
Narsinghpur . . . . .	12 13	12 13	...	...	12 13	11 4	12 13	12 13	21 5	21 5	...	...
Saugor . . . . .	13 12	13 12	...	...	13 6	13 6	14 2	14 2	21 13	20 —	...	...
Damoh . . . . .	12 5	12 5	...	...	12 3	12 5	14 1	14 1	19 3	21 3	...	...
Jubbulpore . . . . .	14 —	13 8	...	...	12 —	12 12	17 —	17 8	23 —	23 —	...	...
Mandla . . . . .	17 —	17 —	...	...	14 —	14 —	19 —	20 —	...	...	...	...
Seoni . . . . .	19 3	18 —	...	...	9 8	9 8	16 —	14 15	24 14	28 —	...	...
Bilaghāt . . . . .	12 —	12 —	...	...	15 —	15 —	22 8	22 8	...	...	...	...
Bhandara . . . . .	15 —	15 —	...	...	...	...	16 4	16 4	...	...	...	...
Chanda . . . . .	13 3	13 3	...	...	...	...	16 8	16 8	25 5	28 8	...	...
Eastern—												
Bilaspur . . . . .	18 4	18 4	...	...	16 —	12 13	21 5	21 5	...	...	...	...
Raipur . . . . .	17 8	16 —	...	...	12 —	11 —	18 2	17 8	...	...	...	...
Sambalpur . . . . .	15 8	15 8	...	...	13 —	12 —	20 —	19 —	...	...	...	...
Berar—												
Baldana . . . . .	11 8	11 4	...	...	7 —	7 —	9 —	9 —	33 —	35 —	25 —	24 8
Basim . . . . .	12 4	12 —	...	...	7 —	7 —	12 —	11 8	33 —	33 —	...	...
Akola . . . . .	11 12	11 4	...	...	6 12	6 8	7 12	7 8	31 8	32 —	...	...
Ellichpur . . . . .	11 —	11 —	...	...	6 —	6 —	8 —	8 —	27 —	27 —	20 —	20 —
Amraoti . . . . .	12 —	11 —	...	...	7 —	7 —	10 —	10 —	30 —	30 —	26 —	24 —
Wun . . . . .	11 —	12 —	...	...	7 —	7 —	8 —	8 —	30 —	32 —	20 —	25 —
Nizam's Territories—												
Secunderabad . . . . .	9 14	9 14	...	...	5 7	5 7	7 2	7 2	17 8	17 8	16 10	17 8
Bojaram . . . . .	9 15	9 8	...	...	5 4	5 10	11 1	11 —	20 1	19 13	...	...
Chadarghat . . . . .	9 8	9 —	...	...	6 4	6 4	10 —	10 —	21 4	20 —	23 —	22 8
Madras—												
Malabar Coast—												
Malabar . . . . .	...	...	...	...	...	...	12 2	12 2	...	...	...	...
S. Canara . . . . .	...	...	...	...	...	...	13 11	13 11	...	...	...	...
South, central—												
Coimbatore . . . . .	...	...	...	...	...	...	11 5	11 5	18 5	18 5	21 2	21 2
Nilgiris . . . . .	...	...	...	...	...	...	8 13	8 13	...	...	...	...
Salem . . . . .	...	...	...	...	...	...	12 3	12 3	20 8	20 —	18 —	18 —
Central—												
Bellary . . . . .	...	...	...	...	...	...	13 —	13 —	29 14	27 13	...	...
Anantapur . . . . .	...	...	...	...	...	...	13 8	13 8	26 5	26 5	...	...
Cuddapah . . . . .	...	...	...	...	...	...	11 3	11 3	23 11	23 11	21 13	21 —
Karnul . . . . .	...	...	...	...	...	...	11 6	11 6	32 14	32 14	...	...
East Coast, north—												
Ganjam . . . . .	...	...	...	...	...	...	12 —	12 —	...	...	...	...
Vizagapatam . . . . .	...	...	...	...	...	...	12 6	13 —	...	...	24 13	24 13
Godavari . . . . .	...	...	...	...	...	...	13 —	13 8	23 —	23 —	...	...
East Coast, central—												
Kistna . . . . .	...	...	...	...	...	...	15 6	15 6	16 10	20 8	...	...
Nellore . . . . .	...	...	...	...	...	...	17 —	17 —	18 8	18 8	16 14	16 —
East Coast, south—												
Madras . . . . .	...	...	...	...	...	...	11 11	10 14	13 11	13 —	...	...
Chingleput . . . . .	...	...	...	...	...	...	14 5	14 5	...	...	...	...
N. Arcot . . . . .	...	...	...	...	...	...	17 —	17 —	19 2	19 2	17 8	17 8
S. Arcot . . . . .	...	...	...	...	...	...	14 —	14 14	...	...	21 10	21 10
Tanjore . . . . .	...	...	...	...	...	...	13 13	14 10	...	...	26 3	26 3
Trichinopoly . . . . .	...	...	...	...	...	...	13 8	13 14	17 8	17 8	21 10	21 10
Southern—												
Tinnevely . . . . .	...	...	...	...	...	...	12 6	12 6	14 5	17 8	12 11	12 11
Madura . . . . .	...	...	...	...	...	...	13 8	13 8	17 13	17 13	...	...
Mysore—												
Mysore . . . . .	11 —	11 4	...	...	9 12	9 12	10 12	11 —	...	...	...	...
Bangalore . . . . .	10 8	10 8	10 —	10 —	8 —	8 2	10 —	10 8	24 8	24 8	...	...
Kolar . . . . .	8 —	8 —	6 —	6 —	8 —	8 —	10 —	10 —	...	...	...	...
Tumkur . . . . .	10 8	10 8	...	...	9 8	9 8	11 —	11 —	...	...	...	...
Hassan . . . . .	10 —	10 —	9 —	9 —	10 —	10 —	11 —	11 —	...	...	...	...
Kadur . . . . .	9 —	9 —	10 —	10 —	11 —	11 —	14 —	14 —	25 —	25 —	...	...
Shimoga . . . . .	12 10	12 10	13 10	13 10	8 6	8 6	13 10	13 10	31 8	31 8	...	...
Chitaldrug . . . . .	12 —	12 —	12 —	12 —	12 —	12 —	13 —	13 —	36 —	36 —	20 —	20 —
Coorg—												
Coorg . . . . .	7 8	8 8	7 8	8 —	10 —	11 —	13 8	14 —	...	...	...	...
Aden . . . . .												
Aden . . . . .	7 13	7 10	...	...	6 12	6 15	7 5	7 10	13 3	13 6	7 —	7 11

\* Not sold.

represent the number of sars (of 80 tolas) and chittacks sold for one rupee.)

MARUA OR RAGI ( <i>Echinochloa</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADJAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
...	...	...	...	18 4	17 6	...	...	16 —	14 3	9 2	9 2	Central Provinces—contd.
...	...	...	...	19 —	19 —	...	...	13 —	13 —	10 11	10 11	
...	...	...	...	20 —	20 —	...	...	12 12	12 12	9 2	9 2	Central—
...	...	...	...	22 —	22 —	...	...	15 —	15 —	9 8	9 12	Narsinghpur.
...	...	...	...	30 —	30 —	...	...	16 —	16 —	9 8	9 8	Saugor.
...	...	...	...	21 —	22 —	...	...	13 —	14 —	9 10	9 8	Damoh.
...	...	...	...	18 —	18 —	...	...	13 —	13 —	9 —	9 —	Jubbulpore.
...	...	...	...	22 —	22 —	...	...	15 —	15 —	9 8	9 8	Mandla.
...	...	...	...	16 13	16 13	...	...	14 2	14 2	9 —	9 —	Seoni.
...	...	...	...	21 5	21 5	...	...	18 4	18 4	9 2	9 2	Balaghāt.
...	...	...	...	22 —	21 —	...	...	18 —	18 —	9 —	9 —	Bhandāra.
...	...	...	...	19 —	19 —	...	...	14 —	15 —	10 8	10 8	Chānda.
...	...	...	...	18 —	18 —	...	...	13 —	13 —	10 8	10 8	Eastern—
...	...	...	...	19 —	19 —	...	...	13 8	14 —	9 —	9 —	Bilāspur.
...	...	...	...	16 12	17 8	...	...	13 4	12 —	12 —	12 —	Raipur.
...	...	...	...	17 —	17 —	...	...	20 —	22 —	10 —	10 —	Sambalpur.
...	...	...	...	16 —	17 —	...	...	16 —	16 —	11 —	11 —	Berar—
...	...	...	...	16 —	16 —	...	...	21 —	26 —	9 8	9 8	Buldāna.
18 8	19 12	•	•	13 14	14 6	•	•	9 14	9 14	9 2½	9 2½	Bāsim.
•	•	•	•	16 2	10 9	•	•	•	•	8 12	8 12	Alkola.
•	•	•	•	16 4	16 12	•	•	13 12	13 12	8 12	8 12	Ellichpur.
...	...	...	...	...	...	...	...	...	...	...	...	Amraoti.
...	...	...	...	...	...	...	...	...	...	...	...	Wun.
...	...	...	...	...	...	...	...	...	...	...	...	Nizam's Territories—
...	...	...	...	...	...	...	...	...	...	...	...	Secunderabad.
...	...	...	...	...	...	...	...	...	...	...	...	Bolāram.
...	...	...	...	...	...	...	...	...	...	...	...	Chadarghat.
...	...	...	...	...	...	...	...	...	...	...	...	Madras—
...	...	...	...	...	...	...	...	...	...	12 14	12 14	Malabar Coast—
...	...	...	...	...	...	...	...	...	...	11 14	11 14	Malabar.
...	...	...	...	...	...	...	...	...	...	...	...	S. Canara.
18 14	18 14	...	...	...	...	...	...	...	...	11 8	11 8	South, central—
...	...	...	...	...	...	...	...	...	...	10 10	10 10	Coimbatore.
21 13	21 6	...	...	...	...	...	...	...	...	11 5	10 14	Nilgiris.
...	...	...	...	...	...	...	...	...	...	...	...	Salem.
31 —	31 —	...	...	...	...	...	...	...	...	{ 11 13 and 13 3 }	{ 10 13 and 11 8 }	Central—
27 3	27 3	...	...	...	...	...	...	...	...	11 8	11 8	Bellary.
25 8	24 —	...	...	...	...	...	...	...	...	12 3	12 3	Anantapur.
18 2	18 2	...	...	...	...	...	...	...	...	10 2	10 2	Cuddapah.
...	...	...	...	...	...	...	...	...	...	...	...	Karnul.
20 11	21 6	...	...	...	...	...	...	...	...	10 —	10 —	East Coast, north—
22 11	22 11	...	...	...	...	...	...	...	...	12 —	12 —	Ganjam.
23 10	23 10	...	...	...	...	...	...	...	...	12 2	12 2	Vizagapatam.
...	...	...	...	...	...	...	...	...	...	...	...	Godavari.
28 5	28 5	...	...	...	...	...	...	...	...	13 3	13 3	East Coast, central—
22 2	21 2	...	...	...	...	...	...	...	...	12 13	12 13	Kistna.
...	...	...	...	...	...	...	...	...	...	...	...	Nellore.
19 8	19 8	...	...	...	...	...	...	...	...	12 8	12 8	East Coast, south—
16 6	16 6	...	...	...	...	...	...	...	...	13 5	13 5	Madras.
24 10	24 10	...	...	...	...	...	...	...	...	12 2	12 2	Chingleput.
20 11	20 11	...	...	...	...	...	...	...	...	13 3	13 3	N. Arcot.
28 11	28 11	...	...	...	...	...	...	...	...	12 14	12 14	S. Arcot.
23 10	27 14	...	...	...	...	...	...	...	...	12 —	12 —	Tanjore.
...	...	...	...	...	...	...	...	...	...	...	...	Trichinopoly.
26 10	20 10	...	...	...	...	...	...	...	...	13 13	13 13	Southern—
21 11	21 11	...	...	...	...	...	...	...	...	13 2	13 2	Tinnevely.
...	...	...	...	...	...	...	...	...	...	...	...	Madura.
18 —	18 —	...	...	10 12	9 12	...	...	8 4	9 —	10 4	10 4	Mysore—
24 8	24 8	...	...	12 8	12 8	...	...	8 8	8 8	10 8	10 8	Mysore.
25 —	25 —	...	...	10 —	10 —	...	...	9 —	8 —	10 —	10 —	Bangalore.
32 —	32 —	...	...	10 —	10 —	...	...	9 —	9 —	9 —	9 —	Kolar.
...	...	...	...	14 —	14 —	...	...	9 —	9 —	10 —	10 —	Tumkur.
25 —	25 —	...	...	13 —	13 —	...	...	11 —	11 —	10 —	10 —	Hassan.
32 9	32 9	...	...	14 11	14 11	...	...	11 9	11 9	11 —	11 —	Kadur.
36 —	36 —	30 —	30 —	10 —	10 —	...	...	12 —	12 —	9 —	9 —	Shimoga.
...	...	...	...	...	...	...	...	...	...	...	...	Chitaldrug.
26 8	29 8	...	...	25 8	23 —	...	...	7 8	9 —	11 —	10 8	Coorg—
•	•	...	...	11 10	11 6	...	...	9 2	10 4	32 —	32 —	Coorg.
...	...	...	...	...	...	...	...	...	...	...	...	Aden.


\* Not sold.

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FINANCE AND COMMERCE DEPARTMENT  
March 30, 1899.



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## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on  
Saturday, March 18th, 1899.

Last week, it will be remembered, the weather was unsettled over Northern India, and a series of slight storms passed across that part of the country from the westward to the eastward. These unsettled conditions continued during the greater part of the week under review. The first of the storms was shown over the Western desert on Sunday, 12th March, occasioning snow and rain in Kashmir and rain in Baluchistan, Sind and the West and North Punjab. By the morning of the 13th the storm had practically disappeared, but showers continued to be received over the extreme north-west of India. On the morning of the 14th the weather was nearly clear and appeared quite quiet, but on the 15th pressure was giving way rapidly in the extreme north-west and rain had commenced in Baluchistan. On the following day a diffused depression was shown over the Kashmir Himalayas and the north and centre of the Punjab, and the weather was again rainy over Baluchistan, Lower Sind, the West and North Punjab and the Kashmir Himalayas. The storm disappeared or was transferred with great rapidity to the eastward. During the day a large high pressure area was developed over North-West India; the weather cleared and became everywhere fine, while strong westerly and west-north-westerly winds, such as prevail over Northern India during the hot weather, were established over the Gangetic Plain. Rain is unusual at this season in Sind, and, as a result of the rainfall noticed above, the mean temperature of Sind has been considerably—and of Gujarat slightly—below the normal average. In nearly all other places the heat during the week has been excessive, but in South India, owing to local causes, the first-half of the week was cooler than usual.

**Daily Summary.**—*Sunday, March 12th*—Pressure had given way briskly to rapidly over the Punjab, and a storm, at the centre of which the barometer read slightly below the normal, was traversing that province. The winds were irregular over the greater part of the country, but were gusty and squally in the north-west. The weather was very unsettled and showery in the north-west and in Baluchistan, and snow and rain had fallen on the hills and rain on the plains around the north-west frontier of India. Peshawar, Cherat and Hyderabad had received over 1 inch in twenty-four hours. The mean temperature was low over the Indus Valley, Gujarat and the south of the Peninsula, about normal in Burma and Assam and high elsewhere. In Eastern Rajputana the excess was more than  $9^{\circ}$ ; while at Jacobabad and Salem the deficiency was over  $5^{\circ}$ .

*Monday, March 13th.*—The barometer had risen in the north-west, but had fallen in all other parts of the Indian region. The storm noticed over the Punjab had almost disappeared, and a well-marked high pressure area was shown over North Bombay, Central India and Rajputana where the barometer was considerably to largely higher than usual. The winds varied considerably in direction, but were gusty and unsteady in force, and gales had been experienced at several north-west stations. The sky was practically clear of cloud at 8 A.M., but the weather had been unsettled, with snow and rain on the hills, and rain over Baluchistan and parts of the Punjab and of the North-West Provinces. The mean temperature remained low over the Indus Valley and that neighbourhood, as well as over the south of the Peninsula, normal over the Central Punjab, and much above the average elsewhere. The principal variations from the normal were  $+12.3^{\circ}$  at Cawnpore,  $-8.8^{\circ}$  at Hyderabad (Sind) and  $-5.3^{\circ}$  at Salem.

*Tuesday, March 14th.*—The barometer had risen briskly in the West Punjab, fallen briskly to rapidly over the North Gangetic Plain and North-East India and changed slightly elsewhere. A well-marked high pressure area overlay North-West and Central India and a low pressure area Bengal, Assam and



Upper Burma, so that gradients were steepish over the Gangetic Valley. A fresh north-westerly to westerly wind prevailed down the Gangetic Valley and across Bengal and a light north-east wind over the Central Provinces. In the Peninsula pressure was uniform and the winds light and variable. The weather was cloudy on the hills, and there had again been snow in Kashmir and rain at Sialkot, Rawalpindi, Srinagar and Murree. The mean temperature had increased over the Indus Valley, so that the depression of temperature in that region was less than on the 13th, but the general conditions of temperature were unchanged, the following being the principal variations from the normal: Cawnpore  $+9.8^{\circ}$ , Rawalpindi  $-4.0^{\circ}$  and Salem  $-4.5^{\circ}$ .

*Wednesday, March 15th.*—Pressure was high over North-West and Central India, low over Bihar and uniform over the Peninsula. Steepish gradients continued to be reported down the Gangetic Valley, and the westerly and west-north-westerly wind over that region was strong. Elsewhere the winds were generally variable, but in the Indus Valley and Baluchistan the direction was between south and east, and a fresh depression was approaching the north-west frontier where the barometer was falling rapidly. The weather was cloudy on and near the hills in the extreme north-west and north-east, and showers were reported from Sibsagar, Quetta and Chaman. The mean temperature was low over a large part of North-West India, about normal in the south of the Peninsula and was excessive elsewhere.

*Thursday, March 16th.*—The barometer was falling over the Punjab, and the depression which had been advancing towards the north-west frontier on the previous day was shown over that province. It was giving squally unsettled weather to a large part of North-West India and had occasioned snow and rain in Kashmir and rain over Baluchistan, Lower Sind and the West and North Punjab. The mean temperature was again much lower than usual in the Indus Valley, about normal over the Peninsula and higher than usual elsewhere.

*Friday, March 17th.*—The depression had either disappeared or had been transferred rapidly eastward to Bengal, and a large anti-cyclone, with pressure largely above the normal average, had been established over North-West India. North-westerly winds were blowing in Northern India, north-easterly winds in the centre and variable winds elsewhere. Calms were reported in the north-east. The weather was fine throughout almost the whole country, but snow had been received in Kashmir and thundershowers over the North-West Himalayas and some submontane stations. The mean temperature was slightly to very largely below the normal over the extreme north-west of India and slightly below over the east of the Peninsula, while elsewhere the heat was excessive. The following variations from the normal explain the distribution of the mean temperature relatively to the average: Jacobabad  $-10.3^{\circ}$ , Jhansi  $+5.7^{\circ}$ , False Point  $-1.2^{\circ}$ ; Toungoo  $+5.0^{\circ}$ .

*Saturday, March 18th.*—The barometer was falling everywhere, but there had been no important change in the pressure conditions. Strong westerly and west-north-westerly winds continued down the Gangetic Valley, moderate northerly and north-easterly winds over the central parts of the country and variable winds elsewhere. The weather was very fine with clear skies and very dry air, and the only rainfall reported was a few drops at Sibsagar. The temperature distribution was the same as on the preceding day. The weather was cooler than usual over North-West India and over the east of the Peninsula and was hotter than usual elsewhere. The principal variations were:  $-8.1^{\circ}$  at Jacobabad,  $-2.6^{\circ}$  at Vizagapatam and  $+7.1^{\circ}$  at Sibsagar.

**Temperature.**—The weather has been hotter than usual over the greater part of the country during the week under review. Owing, however, to some local influence the heat was steadily and considerably below the normal in the south of the Peninsula for the first four days of the week. A cool wave in the Indus Valley impinged on the high temperature area over Northern India on the 12th and became strongly marked on the following day, but thereafter it gradually broke up without advancing. On the 16th another cool wave appeared over the Indus Valley, and this had more vitality as it advanced eastward as far as the north of

the Central Provinces and the west of the North-West Provinces. Notwithstanding these two cold waves and the low temperature area in the south, the heat generally was excessive and for the whole country for the whole week averaged  $1\frac{1}{2}^{\circ}$  above the normal.

The following table gives the temperature variation data for the week :

PROVINCE.	MARCH 1899.							Mean variation of week.
	12th	13th	14th	15th	16th	17th	18th	
	°	°	°	°	°	°	°	°
Burma . . . . .	+1.0	+1.0	+2.9	+2.8	+2.6	+1.8	+1.9	+2.0
Assam . . . . .	+0.9	+1.7	+2.9	+3.6	+2.4	+2.9	+4.9	+2.8
Bengal . . . . .	+3.0	+3.6	+4.5	+3.8	+1.5	+1.2	+1.9	+2.8
Orissa . . . . .	+3.4	+3.2	+3.1	+4.3	+1.8	-0.5	+1.0	+2.3
Bihar . . . . .	+3.5	+4.0	+6.0	+3.9	+2.5	+2.6	+3.7	+3.7
Chota Nagpur . . . . .	+5.9	+5.9	+7.0	+3.3	+1.3	+1.1	+3.6	+4.0
N.-W. P. and Oudh . . . . .	+5.5	+5.5	+5.6	+2.9	+2.2	+3.7	+1.9	+3.9
Punjab . . . . .	+4.5	+4.5	+0.8	+0.4	+0.4	-2.5	-3.7	+0.6
Sind . . . . .	-1.1	-6.1	-1.8	-1.9	-6.1	-7.9	-4.7	-4.2
Rajputana . . . . .	+7.4	+3.8	+1.4	-0.3	+4.2	-2.0	-2.8	+1.7
Gujarat . . . . .	-0.7	+0.4	+0.2	+1.4	+3.3	-4.6	-4.3	-0.6
Central India . . . . .	+5.9	+5.1	+2.5	0	+1.2	+2.3	-1.7	+2.2
Central Provinces . . . . .	+5.0	+5.0	+4.2	+1.0	+0.7	+0.6	+0.7	+2.5
Berar . . . . .	+6.4	+5.6	+2.9	+1.0	+2.1	+3.8	+2.7	+3.5
West Coast . . . . .	-0.4	-0.8	0	+0.7	+0.1	+0.8	+0.7	+0.2
Bombay Deccan . . . . .	+1.0	+1.5	+0.9	+1.8	+2.0	+1.8	+1.1	+1.4
Mysore . . . . .	-2.3	+0.5	+0.3	+2.5	+1.2	+1.2	+1.6	+0.7
Madras Coast . . . . .	+0.3	+1.3	+0.6	+2.1	+2.2	+1.4	+0.3	+1.2
Madras Deccan . . . . .	+4.6	-1.2	+0.2	+0.2	+0.9	+0.8	+0.5	+0.9
South India . . . . .	-3.9	-3.5	-4.1	-2.3	+0.6	+0.3	+0.1	-1.8
Mean for whole of India . . . . .	+2.5	+2.1	+2.0	+1.6	+1.4	+0.4	+0.5	+1.5

The heat was excessive on all days of the week, though on the last two days the excess was small and unimportant. The provincial variations exhibit a considerable depression of temperature in Sind and a slight depression in South India, while in the Punjab, Gujarat, the West Coast, Mysore and the Madras Deccan the mean temperature was normal and in the remaining provinces excessive. The hottest area relatively to the normal was Chota Nagpur with a mean excess of  $4^{\circ}$ .

The following were the highest maximum temperatures recorded on each day :

Sunday	March 12th	—Cuttack . . . . .	103.4°
Monday	„ 13th	—Do. . . . .	103.4°
Tuesday	„ 14th	—Chanda . . . . .	105.2°
Wednesday	„ 15th	—Cuddapah . . . . .	104.2°
Thursday	„ 16th	—Do. . . . .	105.2°
Friday	„ 17th	—Do. . . . .	104.2°
Saturday	„ 18th	—Kurnool . . . . .	104.8°

**Rain.**—Practically the whole of the rainfall of the past week has been due to the storms which appeared on the north-west frontier, and hence rain has been practically confined to North-West India. There has been light rainfall in Assam and North Bengal due to local showers, but this rainfall, though important and useful, has been light and scattered and attributable to purely local causes.



The rainfall in the north-east occurred in three divisions, *viz.*, the Surma division of Assam, the Brahmaputra division of Assam and the north division of Bengal. In the first division the rain fell on the 14th only; in the second it fell on the 12th, between the 14th and 16th and again on the 18th; and in the last apparently on the 18th. The amount of rain was very small in North Bengal; it was small in the Surma division and was moderate in the Brahmaputra division, the amount apparently increasing on ascending the valley. Turning to the north-west the rainfall occurred under the influence of two storms and fell as follows: in the west of the North-West Provinces on the 13th and 17th; in the Punjab on the 12th, 13th and 14th and again on the 16th and 17th; in Sind on the 12th and 16th; and in Baluchistan on the 12th and 13th and the 15th and 16th. The table at the close of the summary shows that rain fell during the week, in effective amount, only in six divisions, *viz.*, Assam (Surma), Assam (Brahmaputra), the Central Punjab, the North Punjab, Sind and Baluchistan. Of these six divisions four received more than the normal fall of rain, *viz.*, the Central Punjab + 0.19 inch, the North Punjab + 1.19 inches, Sind + 0.51 inch and Baluchistan + 1.11 inches. In all other parts of the country, even where rain has fallen, the amount has been less than usual, and in most places there has been no rain whatever. The deficiency has been considerable and important in parts of Assam and the North-West Himalayas where moderate showers are anticipated at this time, but elsewhere the normal fall is small and of little consequence.

The three concluding columns of the rainfall table show that the rainfall during the past three weeks has been unusually light, and that over a very large part of the Peninsula, of Burma, of the central districts and of the Gangetic Plain there has been no rain whatever. In these districts, however, the normal rainfall at this season is very light. In Assam and parts of Bengal and the Punjab, on the contrary, moderate rain is anticipated during the three weeks under review, and though in some cases this moderate rainfall has been received, in others it has been considerably short of the average. Thus, while East Bengal received more than, and Cachar and the Assam Valley about, the normal, Central and North Bengal have received only half the average and West Bengal practically no rain.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING MARCH 18TH, 1899.			RAINFALL DATA FROM FEBRUARY 26TH TO MARCH 18TH, 1899.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rain- fall, February 26th to March 18th.	Excess or defect of (seasonal) rainfall ex- pressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim . . . . .	0	0'06	— 0'06	0	0'08	— 100
	2. Lower Burma Deltaic . . . . .	0	0	0	0	0'05	— 100
	3. Central do. . . . .	0	0	0	0	0	0
	4. Upper do. . . . .	0	0'28	— 0'28	0'01	0'47	— 98
	5. Arakan . . . . .	0	0'07	— 0'07	0	0'19	— 100
BENGAL AND ASSAM	6. Eastern Bengal . . . . .	0	0'60	— 0'60	2'02	1'54	+ 31
	7. Assam Surma . . . . .	0'20	2'18	— 1'98	4'25	4'66	— 9
	8. Do. Hills . . . . .	0	1'03	— 1'03	1'69	2'18	— 22
	9. Do. Brahmaputra . . . . .	0'41	0'90	— 0'49	2'23	1'90	+ 17
	10. Deltaic Bengal . . . . .	0	0'30	— 0'30	0'72	1'10	— 35
	11. Central do. . . . .	0	0'19	— 0'19	0'25	0'54	— 54
	12. North do. . . . .	0'03	0'23	— 0'20	0'27	0'52	— 48
	13. Bengal Hills . . . . .	0	0'45	— 0'45	0'58	0'89	— 35
	14. Orissa . . . . .	0	0'17	— 0'17	0'11	0'60	— 82
	15. Chota Nagpur . . . . .	0	0'35	— 0'35	0	0'82	— 100
NORTH-WESTERN PROVINCES AND OUDEH.	16. South Bihar . . . . .	0	0'06	— 0'06	0'02	0'22	— 91
	17. North do. . . . .	0	0'06	— 0'06	0'01	0'26	— 96
	18. N.-W. P. East . . . . .	0	0'04	— 0'04	0	0'17	— 100
	19. South Oudh . . . . .	0	0'05	— 0'05	0	0'18	— 100
	20. North do. . . . .	0	0'09	— 0'09	0	0'28	— 100
	21. N.-W. P. Central . . . . .	0	0'03	— 0'03	0'01	0'19	— 95
	22. Do. West . . . . .	0	0'07	— 0'07	0'01	0'31	— 97
	23. Do. East Submontane . . . . .	0	0'04	— 0'04	0	0'25	— 100
	24. Do. West do. . . . .	0'06	0'22	— 0'16	0'09	0'70	— 87
	25. Do. Hills . . . . .	0'07	0'66	— 0'59	0'25	2'11	— 88
PUNJAB	26. South-East Punjab . . . . .	0'01	0'13	— 0'12	0'01	0'41	— 98
	27. South do. . . . .	0	0'14	— 0'14	0	0'39	— 100
	28. Central do. . . . .	0'35	0'16	+ 0'19	0'46	0'75	— 39
	29. Punjab Submontane . . . . .	0'09	0'22	— 0'13	0'11	0'87	— 87
	30. Do. Hills . . . . .	0'06	0'67	— 0'61	0'21	2'10	— 90
	31. North Punjab . . . . .	1'52	0'33	+ 1'19	1'56	1'12	+ 39
	32. West do. . . . .	0'08	0'10	— 0'02	0'16	0'33	— 52
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	33. Malabar . . . . .	0	0'21	— 0'21	0'06	0'39	— 85
	34. Madras South-Central . . . . .	0	0'11	— 0'11	0'01	0'32	— 97
	35. Coorg . . . . .	0	0'22	— 0'22	0	0'54	— 100
	36. Mysore . . . . .	0	0'04	— 0'04	0	0'12	— 100
	37. Konkan . . . . .	0	0	0	0	0'01	— 100
	38. Bombay Deccan . . . . .	0	0'02	— 0'02	0	0'05	— 100
	39. Hyderabad North . . . . .	...	...	...	...	...	...
CENTRAL PROVINCES AND BERAR.	40. Khandesh . . . . .	0	0	0	0	0'01	— 100
	41. Berar . . . . .	0	0'03	— 0'03	0	0'13	— 100
	42. Central Provinces West . . . . .	0	0'02	— 0'02	0	0'10	— 100
	43. Do. do. Central . . . . .	0	0'12	— 0'12	0'01	0'26	— 96
BOMBAY (NORTH)	44. Do. do. East . . . . .	0	0'16	— 0'16	0'01	0'48	— 98
	45. Gujarat . . . . .	0	0	0	0	0	0
	46. Kathiawar . . . . .	0	0'02	— 0'02	0	0'12	— 100
	47. Sind . . . . .	0'56	0'05	+ 0'51	0'67	0'24	+ 179
RAJPUTANA AND CEN- TRAL INDIA.	48. Baluchistan Hills . . . . .	1'51	0'40	+ 1'11	1'94	1'43	+ 36
	49. Central India East . . . . .	0	0'02	— 0'02	0	0'10	— 100
	50. Rajputana East, Central India West . . . . .	0	0'04	— 0'04	0	0'13	— 100
	51. West Rajputana . . . . .	0	0'05	— 0'05	0	0'14	— 100
MADRAS	52. East Coast North . . . . .	0	0'08	— 0'08	0'06	0'26	— 77
	52-A. Do. do. (a) . . . . .	0	0'25	— 0'25	0	0'43	— 100
	53. Hyderabad South . . . . .	0	0'27	— 0'27	0	0'37	— 100
	54. Madras Central . . . . .	0	0'04	— 0'04	0	0'06	— 100
	55. East Coast Central . . . . .	0	0'04	— 0'04	0	0'13	— 100
	56. Do. South . . . . .	0	0'02	— 0'02	0	0'15	— 100
	57. Madras South . . . . .	0	0'20	— 0'20	0	0'54	— 100

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SIMLA, 23rd March, 1899.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

### Weather Review of India for the Week ending at 8 a.m. on Saturday, March 25th, 1899.

Throughout the greater part of the week under review the weather has been controlled by anti-cyclonic conditions of pressure. On the first day of the week a large high pressure area was shown in the north-west and low pressure areas over Bengal on the one hand and the south of the Peninsula on the other. The high pressure area in the north-west by the next morning had moved to Rajputana and Central India and there remained until the 23rd. During this period westerly winds blew down the Gangetic Plain, north-easterly winds in the Central Provinces and variable winds elsewhere with fine dry and on the whole cool weather. On the 24th a change set in. Pressure gave way rapidly over Northern India, the anti-cyclonic movement of the winds ceased and on the 25th a slight but well-marked storm appeared in Upper Sind. Practically no rain fell over India, and the weather changed during the week from the conditions which ordinarily accompany fine weather in the cold season to ordinary hot weather, the change being accompanied with a very remarkable rise of temperature.

**Daily Summary.—Sunday, March 19th.**—Pressure was high and read considerably above the normal over North-West and Central India, while it was low and below the normal over Bengal and the south of the Peninsula. Fresh west-north-westerly and westerly winds prevailed down the Gangetic Plain, moderate north-easterly winds over the Central Provinces and variable local winds elsewhere. The weather was fine and the only rainfall reported was a shower at Sibsagar. The air was very dry in parts of West Bengal, Bombay, Rajputana and the Central districts. The heat was somewhat greater than usual over North-East India and the north and west of the Peninsula, but elsewhere the weather was cooler than the average.

**Monday, March 20th.**—Pressure had given way briskly in the extreme north-west, so that the high pressure area had been transferred eastward and lay over Rajputana and Central India. Pressure was more uniform generally than on the preceding day. The wind directions were unchanged, but the force had fallen. The sky was nearly clear of cloud and the air was daily becoming drier. A shower had been received in Tenasserim, but no rain had fallen over India. The weather was cooler than usual except over Burma, Assam and part of the west of the Peninsula.

**Tuesday, March 21st.**—There had been no important change in pressure or winds, though the north-east winds over the central parts of the country showed signs of dying down. The barometer was high for the time of year almost everywhere. The sky remained almost cloudless and the air very dry, while the only rainfall reported was a shower or two in Tenasserim. The heat remained somewhat greater than usual over Burma and at some west coast stations, while elsewhere the weather was unusually cool.

**Wednesday, March 22nd.**—The barometric changes continued generally slight. Pressure remained higher over Rajputana and Central India than elsewhere, but the differences were small. The winds were light. They blew from the westward in the north and from the eastward in the centre of the country, while elsewhere the directions were variable. The weather remained fine and dry, and no rain whatever was reported. Temperature had begun to rise and had risen above the average in the north-west, while it still remained high in Burma. Elsewhere the weather continued cool.

**Thursday, March 23rd.**—The barometer had fallen almost everywhere—particularly in the north. Pressure remained very uniform, though slightly higher in Rajputana than elsewhere. The winds varied a good deal and were generally light, but at the head of the Bay the usual strong southerly winds were reported. There was hardly any cloud, and there had been no rain over India. Temperature

had continued to rise—more particularly in the north-west. The heat was slightly excessive over Burma and very excessive over North-West India, while over the intervening region the weather was cooler than usual.

*Friday, March 24th.*—The barometric fall which had commenced on the preceding day had continued and had changed the whole pressure conditions. The fall had been rapid in the north, and a low pressure area had appeared over the Gangetic Plain with moderate gradients. The barometer read below the normal everywhere. The winds varied between north-west and south-west over Northern India and were variable over the Peninsula. The force at the head of the Bay was increasing. The change in the pressure conditions had been accompanied with some change in the general weather, the air having become somewhat damper and the sky slightly clouded. A thunderstorm had given some rain to the south of the Peninsula. The mean temperature remained high for the time of year over Burma and North-West India and lower than usual in the intervening region.

*Saturday, March 25th.*—The sudden barometric fall had ceased, but there had been no change in the general barometric conditions except that a small shallow storm had appeared in Upper Sind. The winds were also unaltered. The force was strong to a gale at Saugor Island. The sky had become still more cloudy—more particularly in the north-west, and a light shower had occurred at Cherat. Slight cloud was also reported from the south of the Peninsula and light rain from Trivandrum and Cochin. The weather was hotter than usual except in the south of the Peninsula. The excess was very large in the north-west.

**Temperature.**—There has been a remarkable change in the temperature conditions during the week under review. At the commencement of the week the mean temperature was low and the pressure high over North-Western and Central India, cold weather conditions in fact prevailing over the country. As the week advanced, however, there occurred a marked change. A wave of heat entered North-West India from the westward, and by the close of the week the weather was hotter than usual almost everywhere, but particularly so in the north-west.

The following table gives mean temperature variation data for the week:

PROVINCE.	MARCH 1899.							Mean variation of week.
	19th	20th	21st	22nd	23rd	24th	25th	
	°	°	°	°	°	°	°	°
Burma . . . . .	+1.5	+0.9	+1.7	+2.5	+2.0	+1.8	+1.4	+1.7
Assam . . . . .	+1.9	+0.5	—0.8	—0.7	—0.3	+0.9	+1.4	+0.4
Bengal . . . . .	+2.2	—1.6	—1.8	—1.2	—0.8	+1.1	+1.9	0
Orissa . . . . .	+1.0	+0.5	—1.8	—1.0	—1.2	—0.2	+2.5	0
Bihar . . . . .	+1.3	—2.7	—2.2	—1.4	—2.2	—0.8	+1.9	—0.9
Chota Nagpur . . . . .	0	—2.6	—1.5	—1.7	+0.1	+1.4	+3.7	—0.1
N.-W. P. and Oudh . . . . .	—1.6	—2.7	—1.8	—2.5	—0.5	+1.4	+5.0	—0.4
Punjab . . . . .	—3.8	—3.2	—1.2	+1.4	+4.9	+7.2	+9.8	+2.2
Sind . . . . .	—1.9	—2.1	+0.6	—2.1	+5.3	+5.2	+5.8	+2.1
Rajputana . . . . .	—3.7	—3.5	—1.4	+0.6	+3.9	+6.9	+9.3	+1.7
Gujarat . . . . .	—1.9	—0.4	+0.3	+2.1	+4.6	+4.0	+4.0	+1.8
Central India . . . . .	—1.6	—4.0	—2.9	—1.6	—0.3	+2.6	+6.0	—0.3
Central Provinces . . . . .	+0.5	—2.5	—1.3	—0.9	—0.3	+0.8	+3.9	0
Berar . . . . .	+2.2	—0.2	+2.0	+1.9	+1.0	+1.7	+2.0	+1.2
West Coast . . . . .	+1.1	+0.4	+0.2	0	+0.2	+0.4	+0.1	+0.3
Bombay Deccan . . . . .	+0.5	+0.8	+0.6	+1.0	—0.1	—0.3	+1.4	+0.6
Mysore . . . . .	+0.1	+0.2	—1.2	—0.8	—2.5	—2.7	—0.7	—1.1
Madras Coast . . . . .	—1.7	—1.4	—3.0	—2.5	—2.6	—1.5	—0.9	—1.9
Madras Deccan . . . . .	—0.2	—0.5	—1.2	—1.3	—3.1	—2.4	—1.5	—1.5
South India . . . . .	—1.5	—2.0	—2.2	—1.6	—0.6	—0.7	—0.4	—1.3
Mean for whole of India . . . . .	—0.3	—1.3	—0.9	—0.3	+1.4	+1.3	+2.8	+0.2



The mean temperature of the first four days of the week for the whole country was less than usual, that for the last three days more than usual, so that the general average of the whole week for the whole country was just about the normal. The coolest day relatively to the normal was the 20th, the hottest the 25th. The provincial variations were not on the whole large, as the excess at the close of the week was largely balanced by the deficiency at the commencement, but there was a slight to moderate excess shown in Burma, the Punjab, Sind, Rajputana, Gujarat and Berar, and a slight deficiency in Mysore, Madras Coast, Madras Deccan and South India.

The following were the highest maxima recorded on each day:

March 19th	.	.	.	.	.	104.2°	at Chanda.
" 20th	.	.	.	.	.	103.2°	" Do.
" 21st	.	.	.	.	.	104.5°	" Yamethin.
" 22nd	.	.	.	.	.	105.5°	" Do.
" 23rd	.	.	.	.	.	106.3°	" Ahmedabad.
" 24th	.	.	.	.	.	108.9°	" Jacobabad.
" 25th	.	.	.	.	.	109.3°	" Do.

**Rain.**—As mentioned above, there has been practically no rain throughout the Indian region during the week under review, and the rainfall table at the close of the summary shows that the Assam Valley and the Malabar coast district were the only divisions which received any rain during the week. In most places the average normal rainfall is small for the week under review, but in Assam and also in parts of the North-West Himalayas fair to moderate showers are anticipated, and in these regions the absence of rain is important. For the four weeks from the 26th of February to the 25th of March the total rainfall has been almost everywhere deficient. In East Bengal, the Assam Valley and Baluchistan the total fall has been about normal and in Sind it has been greater than usual, but in all other places it has been short, and over a considerable part of the country no rain whatever has been received throughout the entire period.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING MARCH 25TH, 1899.			RAINFALL DATA FROM FEBRUARY 26TH TO MARCH 25TH, 1899.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, February 26th to March 25th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim . . . . .	0	0'09	— 009	0	0'17	— 100
	2. Lower Burma Deltaic. . . . .	0	0'01	— 001	0	0'06	— 100
	3. Central do. . . . .	0	0	0	0	0	0
	4. Upper do. . . . .	0	0'11	— 011	0'01	0'57	— 98
	5. Arakan . . . . .	0	0'10	— 010	0	0'29	— 100
BENGAL AND ASSAM	6. Eastern Bengal . . . . .	0	0'45	— 045	2'02	1'99	+ 2
	7. Assam Surma . . . . .	0	2'29	— 229	4'25	6'95	— 39
	8. Do. Hills . . . . .	0	1'04	— 104	1'69	3'21	— 47
	9. Do. Brahmaputra . . . . .	0'05	0'73	— 068	2'28	2'63	— 13
	10. Deltaic Bengal . . . . .	0	0'28	— 028	0'72	1'38	— 48
	11. Central do. . . . .	0	0'12	— 012	0'25	0'66	— 62
	12. North do. . . . .	0	0'41	— 041	0'27	0'93	— 71
	13. Bengal Hills . . . . .	0	0'40	— 040	0'58	1'29	— 55
	14. Orissa . . . . .	0	0'23	— 023	0'11	0'83	— 87
	15. Chota Nagpur . . . . .	0	0'11	— 011	0	0'92	— 100
	16. South Bihar . . . . .	0	0'05	— 005	0'01	0'24	— 96
	17. North do. . . . .	0	0'05	— 005	0'01	0'31	— 97
NORTH-WESTERN PROVINCES AND ODH.	18. N.-W. P. East . . . . .	0	0'04	— 004	0	0'21	— 100
	19. South Oudh . . . . .	0	0'05	— 005	0	0'23	— 100
	20. North do. . . . .	0	0'06	— 006	0	0'34	— 100
	21. N.-W. P. Central . . . . .	0	0'06	— 006	0'01	0'25	— 96
	22. Do. West . . . . .	0	0'10	— 010	0'01	0'41	— 98
	23. Do. East Submontane . . . . .	0	0'04	— 004	0	0'28	— 100
	24. Do. West do. . . . .	0	0'14	— 014	0'09	0'85	— 89
PUNJAB	25. Do. Hills . . . . .	0	0'29	— 029	0'25	2'40	— 90
	26. South-East Punjab . . . . .	0	0'06	— 006	0'01	0'47	— 98
	27. South do. . . . .	0	0'10	— 010	0	0'49	— 100
	28. Central do. . . . .	0	0'16	— 016	0'46	0'91	— 49
	29. Punjab Submontane . . . . .	0	0'13	— 013	0'13	1'00	— 87
	30. Do. Hills . . . . .	0	0'41	— 041	0'21	2'51	— 92
	31. North Punjab . . . . .	0	0'66	— 066	1'25	1'75	— 29
	32. West do. . . . .	0	0'13	— 013	0'16	0'45	— 64
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	33. Malabar . . . . .	0'41	0'41	0	0'47	0'80	— 41
	34. Madras South-Central . . . . .	0	0'32	— 032	0'01	0'64	— 98
	35. Coorg . . . . .	0	0'22	— 022	0	0'76	— 100
	36. Mysore . . . . .	0	0'11	— 011	0	0'23	— 100
	37. Konkan . . . . .	0	0'02	— 002	0	0'03	— 100
	38. Bombay Deccan . . . . .	0	0'07	— 007	0	0'12	— 100
	39. Hyderabad North . . . . .	...	...	...	...	...	...
	40. Khandesh . . . . .	0	0'01	— 001	0	0'01	— 100
CENTRAL PROVINCES AND BERAR.	41. Berar . . . . .	0	0'04	— 004	0	0'16	— 100
	42. Central Provinces West . . . . .	0	0'12	— 012	0	0'22	— 100
	43. Do. do. Central . . . . .	0	0'16	— 016	0'01	0'42	— 97
	44. Do. do. East . . . . .	0	0'13	— 013	0'01	0'61	— 92
BOMBAY (NORTH)	45. Gujarat . . . . .	0	0	0	0	0	0
	46. Kathiawar . . . . .	0	0	0	0	0'12	— 100
	47. Sind . . . . .	0	0	0	0'67	0'25	+ 168
	48. Baluchistan Hills . . . . .	0	0'47	— 047	1'94	1'90	+ 2
RAJPUTANA AND CEN- TRAL INDIA.	49. Central India East . . . . .	0	0'04	— 004	0	0'14	— 100
	50. Rajputana East, Central India West. . . . .	0	0'02	— 002	0	0'16	— 100
	51. West Rajputana . . . . .	0	0'02	— 002	0	0'16	— 100
MADRAS	52. East Coast North . . . . .	0	0'10	— 010	0'06	0'36	— 83
	52-A. Do. do. (a) . . . . .	0	0'72	— 072	0	1'15	— 100
	53. Hyderabad South . . . . .	0	0'12	— 012	0	0'49	— 100
	54. Madras Central . . . . .	0	0'04	— 004	0	0'10	— 100
	55. East Coast Central . . . . .	0	0'09	— 009	0	0'22	— 100
	56. Do. South . . . . .	0	0'21	— 021	0	0'36	— 100
	57. Madras South . . . . .	0	0'43	— 043	0	0'97	— 100

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SIMLA, 30th March, 1899.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 25th March.*—Slight showers of rain fell in parts of Tinnevely, Travancore, and Cochin. The water-supply is sufficient. Some small sowings are being made under irrigation. The standing crops are generally in good condition. The harvest continues to yield an almost normal outturn and the yield of cotton is also about the average. Pasturage is scanty, but fodder is sufficient and the condition of cattle generally good. Prices are almost stationary in the Deccan, staple-grains having returned almost to their normal rates; but elsewhere they are generally still above the average, except rice in the Deccan and the Carnatic, where the price is below the normal.

**Bombay.**—*For week ending 29th March.*—American cotton has been blighted in two talukas of Dharwar. Reaping of the late crops is progressing in fourteen and preparations for next season are being made in fifteen districts. Cotton-picking continues in parts of Gujarat and the Karnatak and extraction of opium in Baroda territory. Fodder is sufficient, except in parts of Karachi. Agricultural stock is healthy. Prices have risen in five and fallen in five districts; elsewhere they are stationary.

**Bengal.**—*For week ending 27th March.*—No rain fell during the week, except showers accompanied by hail at Muzaffarpur. Ploughing and in some parts early sowings are proceeding and the prospects of spring rice and other standing crops are good. Rain is wanted in some districts. The spring harvest continues and the collection of opium is nearly over. The planting of sugarcane has begun in some parts. The fodder-supply is ample in every district, except in parts of Midnapore and the Sonthal Parganas. Prices are practically stationary.

**North-Western Provinces and Oudh.**—*For week ending 29th March.*—Seasonable weather prevailed during the week. Harvesting and threshing of the spring crops are progressing. Sowing and irrigation of the extra crops, extraction of opium, and planting of sugarcane continue. Prospects are favourable, markets well stocked, and fodder sufficient. Prices are stationary or falling.

**Punjab.**—*For week ending 29th March.*—Slight showers of rain fell in Peshawar. Sowings of the extra spring crops and also of sugarcane and cotton are proceeding, and reaping of the spring crops has commenced. The condition of the irrigated spring crops is generally reported to be average and of the unirrigated crops below the average and their yield is also expected to be below the average. Rain is still wanted. The poppy crop is poor in Lahore. Certain of the spring crops have been damaged by caterpillars in parts of Ferozepore and Lahore. Cattle are reported to be in fair condition in all districts, except Delhi. Fodder is scarce in Delhi, Umballa, Shahpur, and Dera Ismail Khan, and sufficient elsewhere. Prices, especially of wheat, the chief food-staple, are rising in Rawalpindi, falling in Delhi, Shahpur, Peshawar, and Dera Ismail Khan, and are

unchanged elsewhere. Wheat is selling from 16 to 20, gram 20 to 22, barley 28, bulrush-millet 18 to 22½, maize 24 to 32, great-millet 23, and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 28th March.*—The weather is clear and unusually warm. The reaping of the spring crops is approaching completion in most districts and threshing is in progress. The planting of sugarcane continues in Chanda, Bhandara, and Sambalpur. Signs of distress are appearing in the open part of Damoh owing to want of employment. Water is getting scarce in some villages of Saugor, Mandla, Betul, and the Warora tahsil of Chanda. Fodder is reported to be insufficient in parts of Seoni, the Warora tahsil of Chanda, and the Sambalpur district. The price of wheat, gram, rice, and *juar* has fallen in five, four, two, and two districts, respectively, and there is a slight rise in the price of wheat, rice, and *juar* in three, one, and one districts, respectively; but the general range of prices is low. The cheapest prices are—wheat 21, gram 32, rice 22, and *juar* 28 seers per rupee. The dearest prices are—wheat 11½, gram 16, rice 11, and *juar* 21 seers per rupee.

**Burma.**—*For week ending 25th March.*—In Upper Burma harvesting of the miscellaneous crops continues. Most of the island crops, except tobacco, have been gathered in Pakòkku, and the reaping of pulses is nearing completion in other districts. Reaping of dry weather paddy has commenced in Kyaukse. The outturn of the miscellaneous crops is found to be less than last year in Mandalay. The price of paddy has fallen in Pegu, Tharrawaddy, and Pakòkku and risen very slightly in Rangoon. No changes in prices are reported from elsewhere.

**Assam.**—*For week ending 28th March.*—Rain fell in most districts during the week which has facilitated cultivation. Ploughing for and sowing of the early and late broadcast rice continue. Gathering of mustard and hoeing of tea are finished. The outturn of the mustard crop is below the average. Harvesting of pulses, plucking of tea, and pressing of sugarcane are in progress. Prospects of tea are good. Preparation of land for jute in Goalpara continues. Potatoes are being planted in the Khasi and Jaintia hills. Fodder is scarce in the Naga hills and water is insufficient in parts of Nowgong and Sylhet. Prices—common rice—Sylhet 21; Silchar, Dhubri, Gauhati, and Tezpur 16; Nowgong 15; Sibsagar 12; and Dibrugarh 14 seers per rupee.

**Mysore and Coorg.**—*For week ending 29th March.*—**MYSORE:** *Ragi* (*Eleusine coracana*) has been harvested in parts of Mysore and paddy in Chitaldroog. Prospects are good. Prices have risen slightly in Kolar and Shimoga.

**COORG:** Water and fodder for cattle are sufficient. Prices of food-grains are stationary.

**Berar and Hyderabad.**—*For week ending 29th March.*—**BERAR:** The weather is getting warmer. Preparation of land for the ensuing monsoon crop continues. A scarcity of fodder and water prevails in parts of the Province. Prices are almost stationary.

**HYDERABAD:** No rain fell during the week. The spring harvest is still proceeding. The standing winter rice crop is in fairly good condition. Prices



continue steady. Prices—wheat  $9\frac{1}{2}$ , coarse rice  $10\frac{3}{4}$ , and *jowari*  $23\frac{1}{2}$  seers per current sicca rupee.

**Central India.**—*For week ending 29th March.*—No rain fell during the week. Agricultural operations are in progress throughout Central India. The standing crops in some parts of Bundelkhand are in poor condition, but are good in other portions of the Agency. Agricultural stock and pasturage are in good condition. Prices continue above normal in Bundelkhand, but are normal elsewhere. The condition of opium is fair in Malwa and good in Gwalior and Bhopal.

**Rajputana.**—*For week ending 29th March.*—Agricultural operations are satisfactory, except in Merwara and the hilly tracts of Kherwara. The condition of the crops is generally good, except in Ajmere-Merwara. Harvesting of crops continues: the average estimated spring outturn in Ajmere is  $11\frac{1}{2}$  annas and in Merwara  $6\frac{1}{2}$  annas. Cattle are for the most part in good condition. Fodder is scarce in nine States. Prices are falling in three States and are steady elsewhere. 1,950 square miles with a population of 41,000 are affected by scarcity in Marwar. Emigration from the distressed Ajmere villages continues: 19 persons emigrated during the week. The total emigration from Merwara up to date numbers 4,329 persons. The numbers employed on relief works were—372 in Ajmere, 4,278 in Merwara, and 969 in Marwar. Prices—Ajmere  $19\frac{3}{4}$ , Beawar 22, and Marwar 15 seers per rupee.

**Kashmir.**—*For week ending 28th March.*—The weather is fine. Prices continue below normal. The price of rice is 27 seers per rupee.

**JAMMU PROVINCE:** *For week ending 29th March.*—No rain fell during the week. The condition of the standing crops is fair. Fodder is sufficient. Prices are generally stationary, wheat selling at 18 and maize at 24 seers per rupee.

**Nepal.**—*For week ending 25th March.*—No rain fell during the week. A shower or two would benefit the standing wheat crop. The price of rice is 9 seers per rupee.

T. W. HOLDERNESS,  
*Secretary to the Government of India.*

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.  
MISCELLANEOUS.

*Purchase in India of certain iron and steel work of local manufacture.*

Circular No. 2 Public Works, dated Simla, the 24th March, 1899.

RESOLUTION—By the Government of India, Public Works Department.

Read—

Letter No. 3018 W., dated the 24th November 1898, from the Government of Madras, Public Works Department, requesting the inclusion of certain firms in the list given in Appendix B of Finance and Commerce Department Resolution No. 2587 S. R., dated 9th June 1898, of firms eligible to supply articles of iron and steel for the Public Service, with the right to tender only so far as the supply of safes and treasure chests is concerned.

RESOLUTION.—The Governor General in Council is hereby pleased to direct that bridge floor or roof work and other iron and steel work to which it is necessary to apply the tests prescribed in Appendix C of Government of India, Finance and Commerce Department, Resolution No. 2587 S. R., dated the 9th June 1898, may, when not obtained from Europe through the Secretary of State, be ordered only at the firms entered in Appendix B of that Resolution; but that other articles entered in Appendix A of the Resolution may be obtained from any firms who may be approved by Local Governments and Administrations.

The Secretary to the Government of Madras, Public Works Department.  
The Joint Secretary to the Government of Madras, Public Works Department, Railway Branch.  
The Secretaries to the Government of Bombay, Public Works Department, General and Railway Branches.  
The Secretaries to the Governments of Bengal, the North-Western Provinces and Oudh, and the Punjab, Public Works Department.  
The Secretaries to the Government of Burma, Public Works Department, General and Railway Branches.  
The Chief Commissioners of the Central Provinces, Assam, and Coorg.  
The Resident at Hyderabad.  
The Agents to the Governor General for Central India, Rajputana, and Baluchistan.  
The Accountant General, Public Works Department.  
The Director General of Military Works.  
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, and Assam.  
The Director General of Telegraphs.  
The Managers, North Western, Oudh and Rohilkhand, East Coast, and Eastern Bengal State Railways.  
The Engineers-in-Chief, Mari-Attock Railway, Indus Bridge, and Godavery Bridge Works.  
The Engineers-in-Chief, Gaziabad-Moradabad, Bezwada-Madras, and Hurdwar-Dehra Railways.  
The Engineers-in-Chief, Kohat-Bannoo, Bara-Ajmere and Marwar, and Ranaghat Ganges and Katihar Railway Surveys.  
The Port Storekeeper, State Railway Department, Calcutta.

ORDER.—Ordered that this Resolution be communicated to the Local Governments and Administrations and officers noted on the margin for information and guidance; that it be published in the Supplement to the *Gazette of India*, and that copies be forwarded to the Finance and Commerce and Military Departments for information.

O. C. LEES,

*Under Secretary to the Government of India.*

D



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 19TH MARCH 1898, AND FROM 1ST JANUARY TO 18TH MARCH 1899.**

N.B.—As regards the figures in column *Total Earnings from 1st January 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st-half of 1898.	WEEK ENDING 19TH MARCH 1898.				WEEK ENDING 18TH MARCH 1899.				Earnings from 1st January to 19th March 1898.	Earnings from 1st January to 18th March 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State Lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Standard gauge—													
East Indian	694	1,740	12,88,960	741	1,747	12,28,000	703	1,36,37,106	1,37,52,000	1,14,894	...	2,607	
Bengal Central	162	125	19,730	158	125	17,900	143	2,32,607	2,30,000	...	...	...	
Bengal-Nagpur	181	862	1,66,218	193	1,186	2,18,000	184	16,78,959	20,96,000	4,17,041	...	...	
Indian Midland (including Bhopal-Itarsi)	171	752	1,11,607	148	868	1,30,000	150	14,39,958	15,38,000	93,042	...	...	
Bezwada Extn. (East Coast State)	191	21	5,768	275	21	2,800	133	46,261	29,000	...	17,261	...	
Madras-Ennur sec. (Bezwada-Mad.)	119	9	933	104	9	900	100	11,988	12,000	12	...	...	
Metre gauge—													
Rajputana-Malwa (inclgd. G.-R.-Nagdā)	264	1,815	3,83,543	211	1,815	4,57,000	252	46,35,064	54,58,000	8,22,936	...	...	
Palampur-Deesa	44	17	651	38	17	800	47	6,124	8,500	2,376	...	...	
South Indian	161	1,042	1,72,454	166	1,023	1,52,000	149	16,81,732	15,85,000	...	96,732	...	
Máyavaram-Mutpet	88	54	4,012	74	54	4,300	80	45,877	42,600	...	3,277	...	
Southern Mahratta (including Guntakal-Mysore Frontier section)	103	1,165	1,08,620	93	1,165	1,19,000	102	11,73,762	11,36,000	...	37,762	...	
Mysore section (Southern Mahratta)	107	296	29,230	99	296	21,300	72	3,57,071	2,12,000	...	1,45,071	...	
Bengal and North-Western system	162	827	1,28,243	155	1,016	1,32,000	130	14,76,099	15,69,000	92,901	...	...	
Lucknow-Bareilly	106	231	21,246	92	231	26,700	116	2,35,018	2,59,000	23,982	...	...	
Assam-Bengal	80	286	25,228	88	415	49,100	118	2,75,424	3,89,000	1,13,576	...	...	
Burma	223	936	2,37,226	243	936	1,77,000	189	25,19,193	22,29,000	...	2,90,193	...	
TOTAL	266	10,178	26,93,672	265	10,924	27,36,800	261	2,94,52,243	3,05,40,100	10,87,857	...	...	
State Lines worked by the State.													
Standard gauge—													
North Western (a)	287	2,886	7,96,257	276	2,886	6,20,000	215	85,63,609	73,05,000	...	12,58,609	...	
Oudh and Rohilkhand (inclgd. m. g. link)	217	875	1,83,528	210	1,013	1,93,000	191	20,21,291	22,21,000	1,99,709	...	...	
Eastern Bengal (inclgd. metre & 2' 6")	319	818	2,67,987	328	825	2,39,000	290	32,64,191	26,76,000	...	5,88,191	...	
East Coast (b)	116	536	65,400	122	795	85,200	107	6,76,862	7,77,000	1,00,138	...	...	
Special gauges—													
Jorhát	68	28	1,319	47	28	1,700	61	22,515	20,200	...	2,315	...	
Cherra-Companyganj	20	8	52	7	8	500	63	(c) 82	6,100	6,018	...	...	
TOTAL	261	5,151	13,14,543	255	5,555	11,39,400	205	1,45,48,550	1,30,05,300	...	15,43,250	...	
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	514	1,491	6,77,678	455	1,491	8,96,000	601	78,36,095	98,71,000	20,34,905	...	...	
Bombay, Baroda and Central India	775	461	2,31,932	503	461	3,00,000	651	27,85,549	34,81,000	6,95,451	...	...	
Madras	258	840	2,17,234	259	840	1,66,000	221	23,27,863	19,44,000	...	3,83,863	...	
TOTAL	480	2,792	11,26,844	404	2,792	13,62,000	495	1,29,49,807	1,52,96,000	23,46,693	...	...	
TOTAL (GUARANTEED AND STATE) Assisted companies.	297	18,121	51,55,059	283	19,271	52,59,200	273	5,69,50,100	5,83,41,400	18,91,300	...	...	
Standard gauge—													
Delhi-Umballa-Kalka	217	162	35,429	219	162	32,900	203	4,28,470	2,78,000	...	1,50,470	...	
Tarkessur	320	22	7,007	318	22	6,800	309	81,378	73,800	...	7,478	...	
Southern Punjab (Delhi-Samāsata)	75	400	18,286	46	423	24,300	57	1,93,943	2,56,000	62,157	...	...	
Tapti Valley	...	...	...	...	36	1,400	39	...	16,200	16,200	...	...	
Metre gauge—													
Mymensingh-Jamalpur-Jagannathganj	...	...	...	...	33	1,200	36	...	12,100	13,100	...	...	
Rohilkund and Kumaon (Co.'s sec.)	137	66	8,683	132	66	11,500	174	66,933	85,100	...	18,167	...	
Sogowlie-Rakxul	...	...	...	...	18	500	28	...	(d) 1,200	1,200	...	...	
Bengal Doonars	106	36	2,405	67	36	2,800	78	39,067	29,200	...	9,867	...	
Dibru-Sadiya	200	78	15,690	201	78	30,000	385	1,69,446	2,02,000	32,554	...	...	
Ahmedabad-Parantij.	59	55	2,211	40	55	2,500	45	25,030	34,500	9,470	...	...	
Special gauges—													
Darjeeling-Himalayan	266	51	9,662	189	51	11,000	216	1,15,301	1,15,000	...	301	...	
Bárai	156	21	2,840	135	21	4,800	229	37,101	44,800	7,699	...	...	
TOTAL	135	891	1,02,213	115	1,001	1,29,700	130	11,56,469	11,48,900	...	7,569	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Binn-Goonā	31	74	1,499	20	74	3,200	43	22,451	57,500	35,049	...	...	
Bhopal-Ujjain	76	114	6,758	59	114	12,500	110	91,737	1,24,000	32,263	...	...	
Nagdā-Ujjain	86	35	2,430	69	34	2,000	59	26,271	22,400	...	3,871	...	
The Nizam's guaranteed state	235	334	77,561	232	334	69,300	207	8,20,465	8,40,000	19,535	...	...	
The Gaekwar's Petlad	70	13	591	45	13	800	62	4,744	8,900	4,156	...	...	
Rajpara-Bhātinda	140	108	15,304	142	108	10,800	100	1,62,767	1,18,000	...	44,767	...	
Kolar Gold-fields	408	10	4,185	419	10	3,200	320	44,775	35,800	...	8,975	...	
Metre gauge—													
Yesvantpur-Mysore Frontier section (inclgd. M.-Nanjangūd)	71	66	4,008	61	66	3,200	48	46,240	26,800	...	21,440	...	
The Gaekwar's Mehsāna	81	93	5,786	62	93	6,500	70	66,666	71,800	5,134	...	...	
Kolhāpur	55	29	1,080	37	29	3,000	103	15,375	26,700	11,325	...	...	
Special gauges—													
The Gaekwar's Dabhoi	58	79	2,800	35	79	4,100	52	36,521	42,400	5,879	...	...	
Rajpipla	13	19	321	17	21	1,000	42	1,774	7,800	6,026	...	...	
Cooch Behar	63	22	2,370	108	25	1,100	44	16,248	13,600	...	2,648	...	
TOTAL	133	996	1,24,693	125	1,003	1,20,700	120	13,58,034	13,95,700	37,666	...	...	
Lines owned & worked by n. states.													
Metre gauge—													
Bhāvnagar-Gondal-Junāgad-Porbandar	126	334	35,144	105	334	45,300	136	3,46,268	4,43,000	96,732	...	...	
Jetalpur-Rājkot	80	46	3,497	76	46	4,700	102	36,374	43,000	6,626	...	...	
Jāmnagar	38	54	2,023	37	54	2,500	46	17,726	24,000	6,274	...	...	
Dhrāngadā	...	...	...	...	21	1,600	76	...	15,300	...	...	...	
Jodhpore-Bickaneer	66	364	22,692	62	407	36,200	89	2,53,447	4,07,000	1,53,553	...	...	
Coodeypore-Chitor	42	60	2,123	35	60	2,800	47	22,327	32,700	10,373	...	...	
Special gauge—													
Morvi	82	94	5,382	57	94	9,900	105	63,587	88,800	25,213	...	...	
TOTAL	86	952	70,861	74	1,016	1,03,000	101	7,39,729	10,53,800	3,14,071	...	...	
GRAND TOTAL	273	20,960	54,32,826	259	22,291	56,11,600	252	6,02,04,332	6,24,39,800	22,35,468	...	...	

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rys.  
(b) Includes Bezwada-Madras ry.

(c) From 9th to 19th March 1898.  
(d) From 1st to 18th March 1899.

W. J. McELHINNY, Capt., R.E.,  
Offg. Under Secy. to the Govt. of India.

SIMLA, the 29th March, 1899.

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. XLIX of 1898-99.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total earnings from 1st April 1898*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 19TH MARCH 1898.				WEEK ENDING 18TH MARCH 1899.				Earnings from 1st April 1897 to 19th March 1898.	Earnings from 1st April 1898 to 18th March 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
Lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Indian gauge—	654	1,740	12,88,960	741	1,747	12,28,000	703	5,69,39,500	5,76,25,000	6,85,500	...	...	
Central	183	125	19,730	158	125	17,900	143	11,41,133	9,84,000	...	...	1,57,133	
Madras	139	862	1,66,218	193	1,186	2,18,000	184	59,44,232	69,88,000	10,43,768	...	...	
Midland (including Bhopal-Itarsi)	155	752	1,11,607	148	868	1,30,000	150	59,12,686	60,66,000	1,53,314	...	...	
Madras Ext'n. (East Coast State)	155	21	5,768	275	21	2,800	133	1,64,766	1,44,000	...	...	20,766	
Madras-Ennur sec. (Bezwa-Mad.)	135	9	933	104	9	900	100	57,666	42,600	...	...	15,066	
Madras-Malwa (inclgd. G. R. Nágda)	210	1,815	3,83,543	211	1,815	4,57,000	252	1,90,56,945	2,22,97,000	32,40,055	...	...	
Madras-Deesa	44	17	654	38	17	800	47	38,591	39,200	609	...	...	
Madras-Indian	166	1,042	1,72,454	166	1,023	1,52,000	149	86,89,280	80,54,000	...	...	6,35,280	
Madras-Mutpet	92	54	4,012	74	54	4,300	80	2,50,236	2,34,000	...	...	16,236	
Madras-Maharatta (inclgd. G. M. Fron.)	113	1,165	1,08,620	93	1,165	1,19,000	102	66,32,157	52,40,000	...	...	13,92,157	
Madras section (Southern Maharatta)	123	296	29,230	99	296	21,300	72	18,47,736	11,96,000	...	...	6,51,736	
Madras and North-Western system	147	827	1,28,243	155	1,016	1,32,000	130	60,00,705	63,17,000	3,16,295	...	...	
Madras-Bareilly	81	231	21,246	92	231	26,700	116	8,47,072	10,14,000	1,66,928	...	...	
Madras-Bengal	73	286	25,228	88	415	49,100	118	9,88,015	13,63,000	3,74,985	...	...	
Madras	186	936	2,27,226	243	936	1,77,000	189	82,95,352	82,87,000	...	...	8,352	
TOTAL	243	10,178	26,93,672	265	10,924	27,36,800	251	12,28,06,072	12,58,90,800	30,84,728	...	...	
Lines worked by the State.													
Indian gauge—	236	2,886	7,96,257	276	2,886	6,20,000	215	3,41,07,303	3,49,80,000	8,72,697	...	...	
Madras and Rohilkhand (inclgd. m. g. link)	195	875	1,83,528	210	1,013	1,93,000	191	84,71,829	96,83,000	12,11,171	...	...	
Madras Bengal (inclgd. metre & 2' 6")	362	818	2,67,987	328	825	2,39,000	290	1,48,90,591	1,36,82,000	...	...	12,08,591	
Madras Coast (b)	106	536	65,400	122	795	85,200	107	28,24,205	27,17,000	...	...	1,07,205	
Madras gauges—	69	28	1,319	47	28	1,700	61	93,921	89,000	...	...	4,921	
Madras-Companganj	44	8	52	7	8	500	63	(c) 4,339	(d) 7,100	2,761	...	...	
TOTAL	235	5,151	13,14,543	255	5,555	11,39,400	205	6,03,92,168	6,11,58,100	7,65,912	...	...	
Lines worked by guaranteed cos.													
Indian gauge—	381	1,491	6,77,678	455	1,491	8,96,000	601	2,80,24,884	3,53,73,000	73,48,136	...	...	
Madras Indian Peninsula system	586	461	2,31,932	503	461	3,00,000	651	1,34,68,436	1,57,33,000	22,64,564	...	...	
Madras, Baroda and Central India	261	840	2,17,234	259	840	1,86,000	221	1,10,04,685	99,54,000	...	...	10,50,685	
TOTAL	379	2,792	11,26,844	404	2,792	13,82,000	495	5,24,97,985	6,10,60,000	85,62,015	...	...	
Lines owned by the State.	262	18,121	51,35,059	283	19,271	52,58,200	273	23,56,96,245	24,81,08,900	1,24,12,655	...	...	
Assisted companies.													
Indian gauge—	207	162	35,429	219	162	32,900	203	16,71,410	13,85,000	...	...	2,86,410	
Madras-Umballa-Kalka	278	22	7,007	318	22	6,800	309	3,06,548	2,94,000	...	...	12,548	
Madras-Punjab (Delhi-Samásata)	42	400	18,286	46	423	24,300	57	(e) 2,97,484	14,14,000	11,16,516	...	...	
Madras Valley	...	...	...	...	36	1,400	39	...	(f) 19,000	19,000	...	...	
Madras-gauges—	...	...	...	...	33	1,200	36	...	(g) 21,100	21,100	...	...	
Madras-Jamalganj-Jagannathganj	121	66	8,683	132	66	11,500	174	3,91,780	4,56,000	64,220	...	...	
Madras-Khand and Kumaon (Co.'s sec.)	...	...	...	...	18	500	28	...	(h) 1,200	1,200	...	...	
Madras-Rakul	140	36	2,405	67	36	2,800	78	2,71,777	2,53,000	...	...	18,777	
Madras-Dooars	198	78	15,690	201	78	30,000	385	7,61,213	7,98,000	36,787	...	...	
Madras-Sadiya	45	55	2,211	40	55	2,500	45	(i) 94,098	1,54,000	59,902	...	...	
Madras-Satlabad-Parantij	274	51	9,662	189	51	11,000	216	7,03,850	7,09,000	5,150	...	...	
Madras-gauges—	125	21	2,840	135	21	4,800	229	1,33,829	1,28,000	...	...	5,829	
Madras-Himalayan	147	891	1,02,213	115	1,001	1,29,700	130	46,31,989	56,32,300	10,00,311	...	...	
Lines owned by native states and worked by other agencies.													
Indian gauge—	26	74	1,469	20	74	3,200	43	94,059	1,58,000	63,941	...	...	
Madras-Goon	61	114	6,758	59	114	12,500	110	3,44,936	4,30,000	85,064	...	...	
Madras-Ujjain	60	35	2,430	69	34	2,000	59	1,03,655	1,18,000	14,345	...	...	
Madras-Ujjain	211	334	77,561	232	334	69,300	207	35,10,865	37,90,000	2,79,135	...	...	
Madras-Nizam's Guaranteed State	84	13	591	45	13	800	62	56,851	54,100	...	...	2,751	
Madras-Gaekwar's Petlad	122	108	15,304	142	108	10,800	100	6,74,606	6,47,000	...	...	27,606	
Madras-Bhatinda	402	10	4,185	419	10	3,200	320	2,01,638	1,88,000	...	...	13,638	
Madras-gauges—	84	66	4,008	61	66	3,200	48	2,83,769	1,83,000	...	...	1,00,769	
Madras-Mysore Frontier section (inclgd. M. Nanjangud)	71	93	5,786	62	93	6,500	70	3,28,878	3,37,000	8,122	...	...	
Madras-Gaekwar's Mehsana	57	29	1,090	37	29	3,000	103	83,679	87,100	3,421	...	...	
Madras-gauges—	51	79	2,800	35	79	4,100	52	1,97,559	2,08,000	10,441	...	...	
Madras-Gaekwar's Dabhoi	11	19	321	17	24	1,000	42	7,479	16,200	8,721	...	...	
Madras-gauges—	54	22	2,370	108	25	1,100	44	59,170	62,200	3,030	...	...	
Madras-Bihar	120	996	1,24,693	125	1,003	1,30,700	120	59,47,144	62,78,600	3,31,456	...	...	
Lines owned & worked by n. states.													
Indian gauge—	97	334	35,144	105	334	45,300	136	16,23,989	17,31,000	1,07,011	...	...	
Madras-Mysore-Gondal-Junagad-Forbandar	82	46	3,497	76	46	4,700	102	1,90,438	1,79,000	...	...	11,438	
Madras-Mysore-Rajkot	38	54	2,023	37	54	2,500	46	(j) 1,02,202	1,06,000	3,798	...	...	
Madras-Mysore	...	...	...	...	21	1,600	76	...	(k) 38,700	38,700	...	...	
Madras-Mysore-Bikaner	62	364	22,692	62	407	36,200	89	11,35,949	14,64,000	3,28,051	...	...	
Madras-Mysore-Chitor	38	60	2,123	35	60	2,800	47	1,15,032	1,49,000	33,968	...	...	
Madras-gauges—	83	94	5,382	57	94	9,900	105	3,97,659	3,92,000	...	...	5,659	
Madras	75	952	70,861	74	1,016	1,03,000	101	35,65,269	40,59,700	4,94,431	...	...	
GRAND TOTAL	243	20,960	54,32,826	259	22,291	56,11,600	252	24,98,40,647	26,40,79,500	1,42,38,853	...	...	

Includes Jammu and Kashmir and Hyderabad-Shadipalli rys.  
Includes Bezwa-Madras ry.  
From 1st April to 12th June 1897 and from 9th to 19th March 1898.  
From 1st to 29th April and from 23rd December 1898 to 18th March 1899.  
From 10th November 1897 to 19th March 1898.

(f) From 1st December 1898 to 18th March 1899.  
(g) From 15th October 1898 to 18th March 1899.  
(h) From 1st to 18th March 1899.  
(i) From 1st May 1897 to 19th March 1898.  
(j) From 8th April 1897 to 19th March 1898.  
(k) From 1st June 1898 to 18th March 1899.

W. J. Mc ELHINNY, Capt., R.E.,  
Offg. Under Secretary to the Govt. of India.

the 29th March 1899.



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OFFICIAL PAPERS.

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the Week ending at 8 a.m. on  
Saturday, April 1st, 1899.**

The anti-cyclonic conditions of pressure and the fine weather which prevailed over India during last week have not held during the week under review. Pressure has been steadily low over Northern India, and slight depressions or storms have appeared in the north-west and north-east, so that in both these regions the weather has been disturbed and thunderstorms have occasioned both hail and rain. Of these storms the most severe was apparently that which visited Cachar on the evening of the 29th. Over the central parts of the country and the Peninsula pressure has been more uniform and steadier than over Northern India, but in these localities passing thunderstorms have occasioned light scattered showers. The temperature has been unsteady and has changed considerably during the week. In the early days of the week the heat was very excessive over North-West India and more or less excessive in nearly all parts of India except the south of the Peninsula. As the week advanced, however, and as showers of rain and hail fell disturbing the temperature conditions, the distribution of temperature relatively to the normal became much less regular, and the variations from the normal became smaller.

**Daily Summary.—Sunday, March 26th.**—The barometer had generally changed slightly. Pressure was low over the Western desert, over the Gangetic Plain and over Upper Burma, while it was high over the south-west of the Peninsula. The winds were southerly on the Bay Coasts, easterly along the foot of the Himalayas and variable elsewhere. At the head of the Bay the wind was strong to a gale, but elsewhere the force was low. The sky was slightly clouded over parts of North-West and of North-East India and of the



Peninsula, but was clear elsewhere, and the only rain reported was a light shower at Jalpaiguri. The heat was excessive except in parts of the Peninsula and of Tenasserim, the excess averaging  $10^{\circ}$  in Rajputana,  $7.8^{\circ}$  in the Punjab and over  $5^{\circ}$  in Bihar, Chota Nagpur, the North-West Provinces, Sind, Central India and Berar.

*Monday, March 27th.*—The barometer had been steady over North Bombay, but had fallen elsewhere, the change having been rapid over Bengal, etc. Pressure was low over Northern India generally, with a small central area of depression over West Bengal. The wind directions were about the average, except along the foot of the Himalayas, where easterly breezes were reported. The weather had cleared over the Peninsula, but had become more cloudy over both North-East and North-West India. Thunderstorms giving hail and rain had occurred over Assam; a snowstorm was reported from Minimarg and showers from Baluchistan. Elsewhere the weather had been fine. The mean temperature had fallen to below the normal over parts of Assam and Bengal, but elsewhere the distribution was generally the same as that on the preceding day, except that the excess in the north-west was less intense.

*Tuesday, March 28th.*—The barometer had fallen briskly to rapidly over the West Punjab, but was practically unchanged elsewhere. Pressure remained low over Northern India generally, and the only important change in the distribution was the appearance of a fresh depression over the West Punjab. The winds were variable between south and east over the Punjab, but elsewhere the directions were unaltered. At the head of the Bay the force remained strong to a gale. The sky was very cloudy over North-East India and part of the North-West Himalayas, but was clear or nearly so elsewhere. A little further snow had fallen on the Kashmir Himalayas, light rain at Peshawar, Bijapur, Colombo and in Baluchistan and Tenasserim, and moderate rain in parts of North-East India. The rainfall in the north-east had been accompanied with cooler weather than usual, the mean temperature having been from  $1^{\circ}$  to  $4^{\circ}$  below the normal in that region, but in nearly all other parts of India the heat was excessive, the excess being greatest and between  $10^{\circ}$  and  $12^{\circ}$  in the North Punjab.

*Wednesday, March 29th.*—Pressure had given way over part of North-East India, but had risen elsewhere—more particularly in the West Punjab. The depression noticed in that region on the 28th had moved northward and was disappearing over the North-West Himalayas. In other respects there was not much change. The winds remained variable over the Punjab, southerly on the coasts of the Bay and westerly to north-westerly over Rajputana, Central India and the Gangetic Plain. In the north of the Bay the force was still fresh to strong. Slight cloud was reported over a considerable part of the country and showers varying in amount from one cent to one-and-a-half inch had fallen over Assam, Kashmir, Baluchistan and at the stations of Barisal, Darjeeling, Cherat, Colombo, Belgaum, Bijapur and Tinnevely. The heat was less than usual over Assam and North Bombay, but elsewhere the mean temperature was excessive, the excess averaging over  $5^{\circ}$  in the Punjab and over  $6^{\circ}$  in Chota Nagpur.

*Thursday, March 30th.*—The barometer had risen everywhere, but more particularly in the north-west and north-east. Pressure was relatively low in Central Burma and in Bihar, but the pressure differences were small. The winds were northerly over North-West India, westerly down the Gangetic Valley and southerly on the Bay Coasts. The force remained strong at the head of the Bay. There was a good deal of cloud reported, and thunderstorms had occasioned showers at a few stations in Assam, the North-West Himalayas and the Peninsula. In Assam the storms were severe and the rain and hail heavy and destructive. The mean temperature remained low in Assam and in North Bombay, but elsewhere the heat was greater than usual, though in most provinces temperature had given way since the previous day.

*Friday, March 31st.*—The barometer had risen slightly in most places, and pressure was generally fairly uniform, though pressure was slightly lower in Bengal, Sind, the West Coast and Burma than elsewhere. The winds were practically unchanged. The sky was cloudy over Bengal and parts of the Central Provinces and of the Peninsula. Light scattered showers were reported

from a few places in the Peninsula and the Central Provinces. The temperature had continued to fall. The variations of the mean temperature from the normal were irregular, the heat being greater in some and less in other districts, than the average.

*Saturday, April 1st.*—The barometer had fallen fast over Assam and Upper Burma, but there had been no other change of importance. The winds were also unchanged. The sky was slightly clouded except in the north-west, and showers were again reported from Assam, Bengal, Tenasserim, the Central Provinces and the south of the Peninsula. Temperature had begun to rise in the north-west, but was still falling elsewhere. The temperature variations were irregular, but a wave of heat was apparently entering India from the north-west.

**Temperature.**—The principal feature in the temperature conditions of the past week has been the great excess of temperature over the north-west and centre during the first three days of the week. After the 28th the excess of temperature became less general and less intense, but on the whole the weather remained hot throughout the week.

The following table gives mean temperature variation data for the week :

PROVINCE.	MARCH 1899.						APRIL 1899.	Mean variation of week.
	26th	27th	28th	29th	30th	31st	1st	
	°	°	°	°	°	°	°	°
Burma . . . . .	+1.2	+1.7	+0.7	+0.8	+1.5	+1.5	+1.4	+1.3
Assam . . . . .	+4.2	+2.0	—2.3	—3.5	—0.7	+2.2	+0.1	+0.3
Bengal . . . . .	+2.7	+1.4	+1.9	+2.2	+4.0	+3.0	+1.0	+2.3
Orissa . . . . .	+3.7	+2.3	+2.8	+3.1	+2.1	+1.4	+1.7	+2.4
Bihar . . . . .	+5.0	+1.4	+2.6	+2.4	+2.6	+1.6	—1.0	+2.1
Chota Nagpur . . . . .	+5.5	+5.5	+5.9	+6.2	+5.6	+4.2	+1.1	+4.9
N.-W. P. and Oudh . . . . .	+6.1	+6.0	+6.8	+3.4	+1.6	+1.3	+0.8	+3.7
Punjab . . . . .	+7.8	+8.6	+7.4	+5.1	+2.2	+1.5	+1.0	+4.8
Sind . . . . .	+5.1	+3.1	—0.2	—2.7	—2.2	—0.9	+2.5	+0.7
Rajputana . . . . .	+10.2	+8.8	+5.9	+3.3	—0.4	+1.3	+2.0	+4.4
Gujarat . . . . .	+1.8	+0.7	+1.4	—1.8	—2.3	—3.3	—1.3	—0.7
Central India . . . . .	+5.0	+5.6	+5.4	+2.4	+0.9	+1.1	+1.4	+3.1
Central Provinces . . . . .	+4.7	+5.2	+4.7	+3.4	+3.1	+2.5	+1.0	+3.5
Berar . . . . .	+5.4	+5.5	+4.8	+4.2	+3.9	—0.2	—0.9	+3.2
West Coast . . . . .	+1.1	+1.0	+1.3	+1.0	+0.7	—0.1	—0.7	+0.6
Bombay Deccan . . . . .	+2.0	+3.1	+2.4	+2.6	+1.1	—0.5	—1.1	+1.4
Mysore . . . . .	+0.7	—0.2	+2.5	+2.5	+0.7	—1.1	—0.6	+0.6
Madras Coast . . . . .	+0.3	+0.3	+1.5	+1.6	+1.1	—0.1	+0.2	+0.7
Madras Deccan . . . . .	—0.3	—0.7	+1.7	+2.8	+0.8	—2.1	—2.6	—0.1
South India . . . . .	—0.4	+1.0	+1.3	+1.8	+1.3	+0.6	—1.2	+0.6
Mean for whole of India . . . . .	+3.6	+3.1	+2.9	+2.0	+1.4	+0.7	+0.2	+2.0

On each day of the week the mean temperature of the whole country exceeded the normal, the amount of the excess varying from 3.6° on the 26th March to only 0.2° on the 1st April. The provincial variations show that the weather during the week was hotter than usual in all provinces except Gujarat and the Madras Deccan. In the case of Chota Nagpur, the Punjab and Rajputana the excess averaged over 4°.

The following were the highest maxima recorded on each day:

March 26th . . . . .	108.2°	at Akola.
„ 27th . . . . .	108.6°	„ Do.
„ 28th . . . . .	108.2°	„ Chanda.
„ 29th . . . . .	107.7°	„ Do.
„ 30th . . . . .	108.0°	„ Chaibassa.
„ 31st . . . . .	106.1°	„ Minbu.
April 1st . . . . .	105.4°	„ Cuttack.



**Rain.**—As previously mentioned the weather has been considerably more disturbed over India than was the case last week, a series of fairly general thunderstorms having given rain and hail to the north-east districts of India and scattered thunderstorms having given partial rain to the Peninsula, the Central Provinces, and some north-western stations. The thunderstorms in the north-east were associated with a low pressure area which first appeared over West Bengal and subsequently was transferred to North Bengal. This low pressure area was accompanied with strong southerly winds at the head of the Bay which probably poured large quantities of vapour into Bengal and Assam. The scattered thunderstorms over the Peninsula were associated with a shallow low pressure area over the Deccan districts. The rainfall returns for the week show that rain was received in Assam, mainly between the 27th and 30th of March; in East Bengal, between the 28th and 30th, and in other parts of Bengal between the 26th and 28th, while in the Peninsula the showers, which were in all cases light, were scattered throughout the week.

The table at the close of the summary shows that the average actual rainfall for the week was one-tenth of an inch or more in fourteen of the rainfall divisions, *viz.*, all three Assam divisions, the East, Deltaic, Central, North and hills divisions of Bengal, Malabar, South-Central Madras, Coorg, the Bombay Deccan, the Baluchistan hills, and South Madras, while fifteen more divisions received some rain during the week, though in each case the average fall was less than 0·10 inch. The storms were most severe and the rainfall heaviest in Assam and North Bengal. In the case of the Assam hills the average amounted to 8·19 inches, in the Cachar Valley to 5·40 inches, and in the Assam Valley to 2·57 inches, while in North Bengal the average was 2·05 inches and in the Bengal hills 1·80 inches. The thunderstorms in the Cachar and Sylhet districts on the 28th and 30th of March and in North Bengal on the 27th and 28th were severe and the rain and hail, in some places, very heavy.

The third column of the rainfall table shows that the actual average rainfall was in excess of the normal in the Cachar Valley (+2·29 inches), in the Assam hills (+6·60 inches), in the Assam Valley (+1·09 inches), in North Bengal (+1·50 inches), in the Bengal hills (+0·94 inch), in Malabar (+0·32 inch), in the Bombay Deccan (+0·16 inch), in Berar (+0·02 inch), and in the south of the East Coast (+0·03 inch), but that in all the remaining divisions the fall was short of the normal. In most cases the deficiencies were small and unimportant, but in East Bengal and parts of the Punjab the differences were moderate.

The principal totals at individual stations for the week under review were as follows:

East Bengal	Barisal	1·94 inches.
Assam	South Sylhet	7·45 "
	Barkhola	10·00 "
	Cherrapoonjee	42·82 "
	Sadiya	4·81 "
Bengal	Faridpur	2·85 "
	Alipur	6·58 "
	Darjeeling	2·19 "
Malabar	Trichur	2·20 "
	Trivandrum	1·14 "
Deccan	Chikode	1·62 "
	Badami	1·50 "

The three concluding columns of the table show some improvement in the condition of the season rainfall in Assam and Bengal as well as in the Deccan districts, but over the greater part of the country the total fall of rain from February 26th to the 1st of April is still very largely short of the normal.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING APRIL 1ST, 1899.			RAINFALL DATA FROM FEBRUARY 26TH TO APRIL 1ST, 1899.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, February 26th to April 1st.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim	0	0'02	- 0'08	0	0'25	- 100
	2. Lower Burma Deltaic.	0	0'06	- 0'06	0	0'12	- 100
	3. Central do.	0	0'03	- 0'03	0	0'03	- 100
	4. Upper do.	0'02	0'05	- 0'03	0'03	0'62	- 95
	5. Arakan	0	0'06	- 0'06	0	0'35	- 100
BENGAL AND ASSAM	6. Eastern Bengal	0'27	0'98	- 0'71	2'28	2'97	- 23
	7. Assam Surma	5'40	3'11	+ 2'29	9'65	10'06	- 4
	8. Do. Hills	8'19	1'59	+ 6'60	9'88	4'80	+ 106
	9. Do. Brahmaputra	2'57	1'48	+ 1'09	4'85	4'11	+ 18
	10. Deltaic Bengal	0'25	0'61	- 0'36	0'97	1'99	- 51
	11. Central do.	0'23	0'36	- 0'13	0'49	1'01	- 51
	12. North do.	2'05	0'55	+ 1'50	2'32	1'47	+ 58
	13. Bengal Hills	1'80	0'86	+ 0'94	2'38	2'15	+ 11
	14. Orissa	0'08	0'28	- 0'20	0'19	1'11	- 83
	15. Chota Nagpur	0'03	0'14	- 0'11	0'03	1'06	- 97
	16. South Bihar	0'03	0'08	- 0'05	0'03	0'35	- 92
	17. North do.	0	0'09	- 0'09	0'01	0'40	- 98
NORTH-WESTERN PROVINCES AND ODH.	18. N.-W. P. East	0	0'04	- 0'04	0	0'25	- 100
	19. South Oudh	0	0'08	- 0'08	0	0'31	- 100
	20. North do.	0	0'10	- 0'10	0	0'45	- 100
	21. N.-W. P. Central	0	0'06	- 0'06	0'01	0'31	- 97
	22. Do. West	0	0'06	- 0'06	0'01	0'47	- 98
	23. Do. East Submontane	0	0'04	- 0'04	0	0'33	- 100
	24. Do. West do.	0	0'14	- 0'14	0'09	0'99	- 91
PUNJAB	25. Do. Hills	0	0'39	- 0'39	0'25	2'79	- 91
	26. South-East Punjab	0	0'06	- 0'06	0'01	0'53	- 98
	27. South do.	0	0'06	- 0'06	0	0'54	- 100
	28. Central do.	0	0'22	- 0'22	0'46	1'13	- 59
	29. Punjab Submontane	0	0'17	- 0'17	0'13	1'17	- 89
	30. Do. Hills	0	0'46	- 0'46	0'21	2'96	- 93
	31. North Punjab	0'01	0'64	- 0'63	1'26	2'39	- 47
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	32. West do.	0	0'13	- 0'13	0'16	0'58	- 72
	33. Malabar	0'49	0'17	+ 0'32	0'95	0'97	- 2
	34. Madras South-Central	0'10	0'27	- 0'17	0'11	0'91	- 88
	35. Coorg	0'19	0'23	- 0'04	0'19	0'09	- 81
	36. Mysore	0'07	0'10	- 0'03	0'07	0'32	- 78
	37. Konkan	0'01	0'02	- 0'01	0'01	0'05	- 80
	38. Bombay Deccan	0'22	0'06	+ 0'16	0'22	0'19	+ 16
CENTRAL PROVINCES AND BERAR.	39. Hyderabad North	...	...	...	...	...	...
	40. Khandesh	0'01	0'01	0	0'01	0'02	- 50
	41. Berar	0'08	0'06	+ 0'02	0'08	0'21	- 62
	42. Central Provinces West	0'02	0'10	- 0'08	0'02	0'32	- 94
	43. Do. do. Central	0'03	0'11	- 0'08	0'04	0'53	- 92
	44. Do. do. East	0'01	0'09	- 0'08	0'02	0'69	- 97
BOMBAY (NORTH)	45. Gujarat	0	0	0	0	0	0
	46. Kathiawar	0	0	0	0	0'12	- 100
	47. Sind	0	0	0	0'07	0'25	+ 168
	48. Baluchistan Hills	0'17	0'26	- 0'09	2'11	2'16	- 2
RAJPUTANA AND CEN- TRAL INDIA.	49. Central India East	0	0'03	- 0'03	0	0'17	- 100
	50. Rajputana East, Central India West.	0	0'02	- 0'02	0	0'18	- 100
	51. West Rajputana	0	0'03	- 0'03	0	0'19	- 100
MADRAS	52. East Coast North	0'01	0'18	- 0'17	0'07	0'54	- 87
	52-A. Do. do. (a)	0	0'40	- 0'40	0	1'55	- 100
	53. Hyderabad South	0	0'03	- 0'03	0	0'52	- 100
	54. Madras Central	0'04	0'04	0	0'04	0'14	- 71
	55. East Coast Central	0	0'12	- 0'12	0	0'34	- 100
	56. Do. South	0'05	0'02	+ 0'03	0'05	0'38	- 87
	57. Madras South	0'16	0'23	- 0'07	0'16	1'19	- 87

W. L. DALLAS,

Asst. Meteorological Reporter to the  
Government of India.

T. W. HOLDERNESS,

Secretary to the Government of India.

B

SIMLA, 6th April, 1899.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 1st April.*—A few scattered showers fell in parts of the Circars and the Deccan, but more rain fell in the Southern districts and on the West Coast. The water-supply is normal for the season. Some sowings under irrigation continue. The standing crops are in good condition. The harvest continues in parts, yielding almost a normal outturn. Pasture has dried up, but fodder is sufficient. Cattle are in normal condition. Prices are almost stationary.

**Bombay.**—*For week ending 5th April.*—Slight rain fell in parts of the Deccan and the Karnatak and in one taluka of Ratnagiri during the week. Reaping of late crops is progressing in eleven and preparations for next season in fifteen districts. Cotton-picking continues in parts of Guzerat and the Karnatak. Fodder is sufficient, except in parts of Karachi. Agricultural stock is healthy. Prices have risen in one and fallen in seven districts; elsewhere they are stationary.

**Bengal.**—*For week ending 3rd April.*—There was rain during the week in all the districts of Bengal Proper, except those of the Burdwan division; while showers are also reported from the Patna, Champaran, Muzaffarpur, and Balasore districts. The rain has been very beneficial, but in parts of the Burdwan division and in the 24-Parganas district more is wanted for ploughing and early sowings and also for spring rice and other crops now in the ground. In Orissa the spring rice is coming into ear. The harvesting and threshing of the spring crops are still proceeding and sugarcane is being planted out in the Bhagalpur and Chota Nagpur divisions. The prospects of the *mahuá* (*Bassia latifolia*) crop, which is being gathered, are favourable. The fodder-supply is sufficient, except in places in Midnapore and the Sonthal Parganas. Prices continue almost stationary.

**North-Western Provinces and Oudh.**—*For week ending 5th April.*—Seasonable weather prevailed during the week. Harvesting and threshing of spring crops continue. Sowing and irrigation of extra crops and planting of sugarcane are also in progress. Extraction of opium has been completed in some places and continues in others. Prospects are favourable. Markets are well-stocked; supplies and fodder are sufficient; and prices are stationary to falling.

**Punjab.**—*For week ending 5th April.*—There was slight rain in parts of the Rawalpindi district only. Harvesting of spring crops has commenced. Sowings of extra spring crops and of certain autumn crops continue. The condition and prospects of the standing spring crops are average on irrigated and below average or poor on unirrigated areas. The yield is also expected to be below average generally. The poppy crop is poor in Lahore. Water is said to

be deficient in Hissar. The standing crops are being damaged by insects in parts of the Ferozepore and Multan districts. Cattle are in fair condition in all districts, except Delhi. Fodder is scarce in Delhi, Umballa, Lahore, Shahpur and Dera Ismail Khan, and sufficient elsewhere. Prices, especially of wheat, are falling generally; they are unchanged only in the Umballa and Multan districts. Wheat is selling from  $16\frac{1}{2}$  to 21, gram 20 to 23, barley 32, bulrush-millet 19 to  $24\frac{1}{2}$ , maize 28 to 38, great millet 20, and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 4th April.*—The weather is hot and occasionally cloudy. Thunderstorms have given light rain in thirteen districts. The reaping of spring crops is almost completed and threshing is in progress. The planting of sugarcane continues in Bhandara and Sambalpur. There is still a little demand for labour in parts of Damoh, and village relief has been extended somewhat in the Kurai tahsil of Saugor. The water-supply is becoming scanty in some villages of the Mandla, Betul, Wardha, and Chindwara districts. Fodder is reported insufficient in parts of Seoni, Nagpur, and Sambalpur. The price of wheat, gram, rice, and *juar* has fallen in some districts and there is a slight rise in other districts, but the general range of prices is low. The cheapest prices are—wheat 21, gram 32, rice 22, and *juar* 29 seers per rupee. The dearest prices are—wheat  $12\frac{1}{2}$ , gram 18, rice 10, and *juar* 21 seers per rupee.

**Burma.**—*For week ending 1st April.*—In Upper Burma plucking of cotton is being completed in Thayetmyo and reaping of miscellaneous crops is progressing favourably everywhere. Dry weather paddy and other standing crops are in healthy condition. The price of paddy has risen in Pegu and fallen slightly in Thongwa, Amherst, Pakôkku, and Myingyan; no changes elsewhere.

**Assam.**—*For week ending 4th April.*—A violent hurricane with heavy hail is reported from Cachar on the 29th March and heavy rain from Sylhet. Rain in most districts has facilitated cultivation. The hailstorm caused some damage to tea in South Sylhet and to tea, vegetables, and fruits in Lakhimpur. Ploughing for and sowing of early and late broadcast rice continue. Gathering of pulses is finished and the outturn is good. Plucking of tea is in progress. Prospects are good. Pressing of sugarcane is nearly finished and the outturn is generally good. Ploughing for and sowing of jute continue in Goalpara and Sylhet. Water is insufficient in parts of Nowgong. Prices of common rice—Sylhet 19; Silchar, Dhubri, Gauhati, Tezpur, and Nowgong 16; Sibsagar 12; and Dibrugarh 14 seers per rupee.

**Mysore and Coorg.**—*For week ending 5th April.*—**MYSORE:** Slight rain fell in parts of the Kolar district. The standing crops are in good condition. Prices have slightly risen in Kadur and fallen in Kolar and Chitaldroog districts. *Ragi (Eleusine coracana)* has been harvested in parts of the Mysore district.

**COORG:** Rainfall 77 cents. Seasonable rain for coffee blossom has fallen generally. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 5th April.*—**BERAR:** The weather is warm and cloudy. Breaking up of land for the ensuing monsoon crop is in progress. Fodder is insufficient in parts of two districts. Scarcity of water prevails in parts of the Province. Prices are almost steady.



**HYDERABAD:** Rainfall during the week 3 cents. The spring harvest is still progressing. The standing winter rice crops are in fair condition. Prices of grain continue to fall. Prices—wheat  $9\frac{3}{4}$ , coarse rice  $10\frac{1}{2}$ , and *jowari*  $24\frac{1}{4}$  seers per current sicca rupee.

**Central India.**—*For week ending 5th April.*—No rain fell in Central India during the week. Agricultural operations are nearly completed in Bhopawar and are in progress elsewhere. The crops are in fairly good condition. Agricultural stock and pasturage are in good condition. Prices continue above normal in Bundelkhand and normal in other Agencies. The condition of the opium crop is fair in Malwa and good in Gwalior and Bhopal. The collection of opium is finished in Bhopawar.

**Rajputana.**—*For week ending 5th April.*—Agricultural operations are progressing satisfactorily, except in Merwara and the hilly tract of Kherwara in Meywar territory. The state of the crops is generally good, except in Ajmere-Merwara, where it is fair. The harvesting of crops continues; the average estimated spring outturn in Ajmere is  $11\frac{1}{2}$  annas and in Merwara 6 annas. Cattle are in poor condition in Marwar, Haraoti, and Ajmere; elsewhere they are in good condition. A scarcity of fodder prevails in the States reported last week. Prices are rising in Jhallawar; falling in Meywar; and are steady elsewhere. Thirty-two persons emigrated during the week from the distressed Merwara villages. The total emigration from Merwara up to date numbers 4,335. The numbers employed on relief works were—355 in Ajmere, 4,220 in Merwara, and 969 in Marwar. Prices—Ajmere  $19\frac{3}{4}$ , Beawar 21, and Marwar 15 seers per rupee.

**Kashmir.**—*For week ending 4th April.*—The weather is fine. Prices continue below normal. Rice—27 seers per rupee.

**JAMMU PROVINCE.**—*For week ending 5th April.*—Slight rain fell during the week. Prices are falling slightly. Wheat is selling at 18 and maize at 25 seers per rupee. The condition of the standing crops is fair. Fodder is scarce.

**Nepal.**—*For week ending 1st April.*—Rainfall 0·24 inch. Weather hazy and windy. The wheat crop is doing well. Rice—9 seers per rupee.

T. W. HOLDERNESS,  
*Secretary to the Government of India.*



SUPPLEMENT TO  
**The Gazette of India.**

No. 15.

SIMLA, SATURDAY, APRIL 15, 1899.

OFFICIAL PAPERS.

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the Week ending at 8 a.m. on  
Saturday, April 8th, 1899.**

The general conditions of the weather have been the same as those reported last week. Pressure has been steadily low over Northern India and slight shallow depressions have, from time to time, appeared in the north-west and the north-east. Over the Peninsula on the contrary pressure has been uniform and relatively high. Dust and thunder storms have been frequent and widely extended in Northern India and scattered occasional showers have been experienced over the central districts of India and parts of the Peninsula. The storms were most general and extensive in the north-west on the 6th and in the north-east on the 7th, but in neither region were the storms so severe or the rain and hail so heavy as those which were experienced in the Surma Valley last week. The mean temperature of the whole country was about normal on the first three days, but was higher than usual during the remainder of the week.

**Daily Summary.**—*Sunday, April 2nd.*—Pressure had changed irregularly and generally slightly. The barometer read low over Northern India and two shallow depressions were shown,—one over Sind, the other over Assam. Over the Peninsula and the Central Provinces pressure was uniform and relatively high. The winds were between north-west and south-west over Northern India and variable over the Peninsula. The force was generally light to moderate. The weather was feebly unsettled, cloudy and showery over the north-east districts of India, the Central Provinces and the south of the Peninsula. The falls of rain and hail were generally very light, but in the south of the Peninsula falls of between 1 inch and 2½ inches were recorded. The heat was less than usual over the Peninsula, the central districts of India and the centre of the North-West Provinces, but both in North-West and North-East India the mean temperature was higher than usual. The following variations from the normal explain the distribution:—Jacobabad +6·4°, Saugor —3·5° and Bogra +6·4°.



*Monday, April 3rd.*—The barometer continued to change by small or slight amounts and pressure remained low in Northern India with shallow depressions in the north-west and north-east. Pressure remained fairly uniform over the Peninsula and Central Provinces. The wind directions were fairly normal. At Saugor Island, as is usual at this season, the southerly wind was strengthening. The weather was clear or nearly so of cloud almost everywhere and the rainfall had diminished, only a few light scattered showers being reported. The mean temperature remained high for the time of year over North-West India and Upper Burma, but elsewhere the weather was cooler than usual. At Hoshangabad the variation from the normal was  $-6.2^{\circ}$ , at Ranchi  $-7.4^{\circ}$ , at Silchar  $-5.3^{\circ}$ , and at Mooltan and Sialkot each  $+7.4^{\circ}$ .

*Tuesday, April 4th.*—The barometer had fallen briskly to rapidly over North-West India and the Gangetic Plain and depressions were shown,—one over Upper Sind, the other over Oudh, in both of which regions the pressure was considerably below the normal. In the Assam Valley the barometer had risen and a high pressure area was appearing; elsewhere the changes were unimportant. The wind directions were generally little changed, but the southerly wind at the head of the Bay continued to increase in strength. There had been a little rain in Assam, and light to moderate showers over the south of the Peninsula, but elsewhere the weather was fine. The mean temperature had generally risen. The heat was greater than usual over North-West India and over Burma, but was low for the time of year elsewhere. The following variations from the normal explain the distribution: Mooltan  $+9.2^{\circ}$ , Khandwa  $-3.9^{\circ}$ , Coimbatore  $-5.5^{\circ}$ , and Toungoo  $+4.4^{\circ}$ .

*Wednesday, April 5th.*—The small depression which lay over Upper Sind on the 4th had moved eastward to the neighbourhood of Bickaneer, while that over Oudh had more or less filled up. Pressure was highest in the Upper Assam Valley. The wind had become north-easterly over the Punjab and easterly along the foot of the hills, but elsewhere there had been no important change and the southerly winds at the head of the Bay still blew strongly. A few light showers were reported from the Punjab, the North-West Himalayas, and parts of the Peninsula, but in Assam the rain had ceased. The weather was cool over the south of the Peninsula, Assam, and the greater part of Burma, but was hotter than usual elsewhere. Over the Western desert the excess was between  $8^{\circ}$  and  $10^{\circ}$ .

*Thursday, April 6th.*—The barometer had risen over the Punjab and adjacent parts of the North-West Provinces and of Rajputana, as well as over the Assam Valley, and had generally fallen elsewhere. Pressure was lowest over West Bengal and the east of the North-West Provinces, and was highest in Upper Assam, but a slight high pressure area had appeared over the Punjab. The winds were southerly on the Bay Coasts, easterly along the foot of the hills in Bengal and the North-West Provinces, and more or less variable elsewhere. The force was strong and the wind gusty in Northern India and at the head of the Bay. Duststorms and thunderstorms had occasioned rain over North-West India, North Bengal, and the Assam Valley; but elsewhere the weather was fine. The rainfall amounts were, however, small and only exceeded half-an-inch at one station, Chakrata. The mean temperature was almost everywhere higher than usual, the greatest excess (between  $4^{\circ}$  and  $6^{\circ}$ ) lying within a band stretching from Sind eastward to Chota Nagpur.

*Friday, April 7th.*—The barometer had risen briskly over the Gangetic Plain, Bengal, and Lower Burma, and a well-marked high pressure area was developing in the extreme north-east. At the same time pressure was giving way over the Western desert and a shallow depression had appeared over Sind and Rajputana. A very shallow depression was also shown over the east of the Central Provinces. The wind remained southerly on the coasts of the Bay; it was south-easterly and easterly over Bengal and up the north side of the Gangetic Plain as far as the Punjab, while elsewhere the directions were variable. The easterly winds in Northern India and the southerly wind at the head of the Bay

were strong and gusty. The weather was very unsettled with duststorms, thunderstorms and rain in the north-east and slightly unsettled with thunder-showers in the Kumaun Himalayas, but elsewhere fine quiet weather prevailed. The heat was less than usual along the foot of the Himalayas from Sibsagar to Umballa, but elsewhere the mean temperature was higher than usual.

*Saturday, April 8th.*—The barometer had risen except at one or two west coast stations. The rise had been slight over the Western desert and rapid over the Punjab, so that the depression over the Western desert had concentrated and became better marked. Pressure remained highest in Burma and Assam. A well-marked cyclonic circulation of the winds prevailed over North-West India, but elsewhere the directions were similar to those reported on the 7th. The force remained strong at the head of the Bay and was strong to a gale in North-West India. Thunder and dust storms had occasioned rain over parts of North-West India, of North-East India, and of the south of the Peninsula. Mysnensingh had received nearly 4 inches. The mean temperature had changed irregularly. It remained low for the time of year over parts of Burma and Assam, as well as over Bengal and the North Gangetic Plain. Elsewhere the heat was excessive.

**Temperature.**—The mean temperature during the week under review has been steadily higher than usual over North-West India, the excess in some places and on some days having been large. On the other hand, it has been steadily lower than usual over the west and south of the Peninsula, but elsewhere the temperature has been unsteady and has changed from day to day.

The following table gives the mean temperature variation data for the week :

PROVINCE.	APRIL 1899.							Mean variation of week.
	2nd	3rd	4th	5th	6th	7th	8th	
	.	o	o	o	o	o	o	.
Burma . . . . .	+1.8	+0.7	+1.0	—0.1	+1.4	+2.0	+0.9	+1.1
Assam . . . . .	+1.7	—1.5	—1.1	—0.8	—1.4	—2.2	—0.8	—0.9
Bengal . . . . .	+2.1	—1.4	+0.2	+1.1	+1.8	+1.3	—1.3	+0.5
Orissa . . . . .	—0.5	+0.4	—0.1	+1.1	+1.2	+2.2	+1.1	+0.8
Bihar . . . . .	+2.7	+0.6	—1.4	+1.3	+2.2	—1.0	—1.8	+0.4
Chota Nagpur . . . . .	+0.7	—4.0	—0.4	+2.6	+4.4	+4.0	+1.6	+1.7
N.-W. P. and Oudh . . . . .	+0.3	—0.7	+1.5	+4.0	+3.5	—1.1	—0.5	+1.0
Punjab . . . . .	+2.1	+4.6	+6.1	+7.5	+1.3	+1.9	+4.4	+4.0
Sind . . . . .	+3.4	+4.1	+5.6	+7.8	+3.5	+5.0	+5.3	+4.8
Rajputana . . . . .	+1.2	+2.0	+7.0	+7.8	+4.4	+3.0	+4.8	+4.3
Gujarat . . . . .	+1.3	+0.9	+4.5	+4.5	+3.0	+3.0	+2.8	+2.9
Central India . . . . .	—1.0	—1.1	+1.0	+3.8	+5.4	+1.1	+3.0	+1.9
Central Provinces . . . . .	—1.1	—2.4	—1.5	+1.3	+3.5	+2.8	+3.7	+0.9
Berar . . . . .	—1.9	—3.2	—1.7	+1.1	+2.8	+3.2	+4.5	+0.7
West Coast . . . . .	—1.2	—1.1	—0.7	—0.1	+0.1	+1.5	+0.5	—0.1
Bombay Deccan . . . . .	—1.4	—2.4	+0.1	+0.9	+0.4	+0.9	+0.9	—0.1
Mysore . . . . .	—2.5	—2.7	—3.1	—2.0	—0.5	+1.1	+1.1	—1.2
Madras Coast . . . . .	—0.5	+0.5	—0.2	+0.6	+0.7	+1.3	+1.2	+0.5
Madras Deccan . . . . .	—1.0	—0.8	—0.3	—0.2	+1.6	+1.7	+1.9	+0.4
South India . . . . .	—3.1	—2.8	—2.9	—2.8	—1.5	—0.2	+0.2	—1.9
Mean for whole of India . . . . .	+0.2	—0.5	+0.7	+2.0	+1.9	+1.5	+1.7	+1.1



For the first three days the mean temperature of the whole country was about normal, but on the 5th a rise set in and from that day to the close of the week the heat was excessive. In consequence the mean temperature of the whole country for the week was excessive.

The provincial variations show that the heat during the week was less than usual in South India and Mysore, about normal in Assam, Bengal, Orissa, Bihar, the Central Provinces, Berar, the West Coast, the Bombay Deccan, the Madras Coast and the Madras Deccan, and higher than usual elsewhere. The greatest excess was in the Punjab, Sind and Rajputana.

The following were the highest maxima recorded on each day:

April 2nd	.	.	.	.	.	106.6°	at Minbu.
" 3rd	.	.	.	.	.	106.1°	" Mandalay.
" 4th	.	.	.	.	.	107.4°	" Jacobabad.
" 5th	.	.	.	.	.	109.3°	" Do.
" 6th	.	.	.	.	.	107.8°	" Ahmedabad.
" 7th	.	.	.	.	.	108.5°	" Chaibassa.
" 8th	.	.	.	.	.	110.3°	" Jacobabad.

**Rainfall.**—As mentioned above, the week under review has been one of widely extended unsettled weather. There has been no large or serious storm, but the pressure differences have been moderate, and dust and thunder storms have been widespread and have occasioned rain over a very large part of the country. These storms were most general in Bengal on the 7th and 8th of April; in Assam on the 6th, 7th and 8th; in the North-West Provinces on the 5th and 6th; in the Punjab on the 6th, 7th and 8th; in the south of the Peninsula on the 2nd, 3rd and 4th; in the Central Provinces on the 2nd; and in Madras on the 2nd and 3rd. The above shows that rain fell in some part of the country on all days of the week, but while the falls were moderately heavy in North-Eastern, North-Western and South-Western India, they were very light and scattered in other parts of the country.

The rainfall table at the close of the summary shows that rain averaging one-tenth of an inch or more has been received during the week in no less than seventeen of the rainfall divisions, *viz.*, in the Surma, Hills and Brahmaputra divisions of Assam, East, Central and North Bengal, the hills and west submontane divisions of the North-West Provinces, the south-east and hills divisions of the Punjab, Malabar, South-Central Madras, Coorg, Mysore, the Bombay Deccan, the south of the East Coast and South Madras. Within these seventeen divisions the average actual rainfall ranges from 2.24 inches in the Assam Valley, 1.67 inches in Coorg, 1.38 inches in South-Central Madras, and 1.08 inches in the Assam Hills to 0.11 inch in the South-East Punjab and 0.10 inch in the Bombay Deccan. In addition to the above mentioned seventeen divisions, no less than twenty-two more divisions received rain, though the average fall per division was less than one-tenth of an inch. Still that thirty-nine divisions received rain during the week shows the very large area of country affected by the unsettled weather. The third column of the table shows that the average actual rainfall was heavier than the average normal in the case of seventeen divisions, *viz.*, the Assam Valley, East, Central and North divisions of Bengal, North Bihar, the Hills and the West and West submontane divisions of the North-West Provinces, the South-East Punjab, the Punjab Hills, Malabar, South-Central Madras, Coorg, Mysore, the Konkan, the south of the East Coast and South Madras. Elsewhere the week's rainfall was short of the average, the deficiency being large in Assam Surma, but generally unimportant in the other divisions.

The following were the principal large totals recorded at individual stations during the week :

Assam	Tezpur	4'18 inches.
	Debrugarh	3'56 "
	Sonapur (Gauhati)	2'79 "
Bengal	Mymensingh	4'23 "
	Nator (Rampore Boalia)	1'66 "
	Dinajpur	1'43 "
Bihar	Purnea	1'11 "
N.-W. P.	Bijnor	1'13 "
	Pithoragarh	1'07 "
Punjab	Thanesar (Karnal)	0'74 inch.
Malabar	Perinselmanna	3'70 inches.
Nilgiris	Kodanad	4'23 "
Mysore	Devanahalli	2'05 "
Deccan	Halkalanjada	1'30 "
East Coast	Kangundi (North Arcot)	2'75 "
South Madras	Palamcotta	2'92 "

The three concluding columns of the table give the state of the rainfall for the period 26th February to the 8th of April, and show that in general the actual rainfall is much behind the normal. In the case of the Hill and Brahmaputra divisions of Assam, North Bengal, Malabar, South-Central Madras, Coorg, Mysore, the Konkan and Sind the rainfall has been heavier than usual, but practically in all the remaining divisions it has been short, and in some parts of North-West India—more particularly on the hills—this deficiency has been considerable.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING APRIL 8TH, 1899.			RAINFALL DATA FROM FEBRUARY 26TH TO APRIL 8TH, 1899.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, February 26th to April 8th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim . . . . .	0	0'58	— 0'58	0	0'83	— 100
	2. Lower Burma Deltaic . . . . .	0	0'44	— 0'44	0	0'55	— 100
	3. Central do. . . . .	0'01	0'14	— 0'13	0'01	0'17	— 94
	4. Upper do. . . . .	0'04	0'09	— 0'05	0'07	0'72	— 90
	5. Arakan . . . . .	0	0'07	— 0'07	0	0'41	— 100
BENGAL AND ASSAM	6. Eastern Bengal . . . . .	0'68	0'42	+ 0'26	2'96	3'39	— 13
	7. Assam Surma . . . . .	0'82	3'01	— 2'19	10'47	13'06	— 20
	8. Do. Hills . . . . .	1'08	1'61	— 0'53	10'96	6'41	+ 71
	9. Do. Brahmaputra . . . . .	2'24	1'35	+ 0'89	7'12	5'46	+ 30
	10. Deltaic Bengal . . . . .	0'05	0'33	— 0'28	1'02	2'32	— 56
	11. Central do. . . . .	0'32	0'20	+ 0'12	0'81	1'21	— 33
	12. North do. . . . .	0'54	0'40	+ 0'14	2'86	1'87	+ 53
	13. Bengal Hills . . . . .	0	0'58	— 0'58	2'38	2'73	— 13
	14. Orissa . . . . .	0	0'17	— 0'17	0'19	1'28	— 85
	15. Chota Nagpur . . . . .	0'03	0'09	— 0'06	0'06	1'14	— 95
	16. South Bihar . . . . .	0'01	0'05	— 0'04	0'04	0'40	— 90
	17. North do. . . . .	0'08	0'07	+ 0'01	0'09	0'47	— 81
NORTH-WESTERN PROVINCES AND ODH.	18. N.-W. P. East . . . . .	0	0'06	— 0'06	0	0'32	— 100
	19. South Oudh . . . . .	0	0'04	— 0'04	0	0'35	— 100
	20. North do. . . . .	0	0'04	— 0'04	0	0'49	— 100
	21. N.-W. P. Central . . . . .	0	0'03	— 0'03	0'01	0'34	— 97
	22. Do. West . . . . .	0'08	0'04	+ 0'04	0'09	0'51	— 82
	23. Do. East Submontane . . . . .	0'01	0'05	— 0'04	0'01	0'38	— 97
	24. Do. West do. . . . .	0'16	0'07	+ 0'09	0'25	1'05	— 76
	25. Do. Hills . . . . .	0'53	0'29	+ 0'24	0'78	3'07	— 75
PUNJAB	26. South-East Punjab . . . . .	0'11	0'06	+ 0'05	0'12	0'59	— 80
	27. South do. . . . .	0'05	0'05	0	0'05	0'59	— 92
	28. Central do. . . . .	0'08	0'17	— 0'09	0'53	1'30	— 59
	29. Punjab Submontane . . . . .	0'09	0'12	— 0'03	0'21	1'28	— 84
	30. Do. Hills . . . . .	0'48	0'39	+ 0'09	0'74	3'24	— 77
	31. North Punjab . . . . .	0'01	0'44	— 0'43	1'27	2'83	— 55
	32. West do. . . . .	0'01	0'10	— 0'09	0'18	0'68	— 74
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	33. Malabar . . . . .	0'70	0'42	+ 0'28	1'66	1'39	+ 19
	34. Madras South-Central . . . . .	1'38	0'32	+ 1'06	1'49	1'23	+ 21
	35. Coorg . . . . .	1'67	0'52	+ 1'15	1'86	1'51	+ 23
	36. Mysore . . . . .	0'67	0'16	+ 0'51	0'74	0'48	+ 54
	37. Konkan . . . . .	0'09	0'03	+ 0'06	0'09	0'07	+ 29
	38. Bombay Deccan . . . . .	0'10	0'13	— 0'03	0'32	0'32	0
	39. Hyderabad North . . . . .	...	...	...	...	...	...
	40. Khandesh . . . . .	0'02	0'03	— 0'01	0'03	0'06	— 50
CENTRAL PROVINCES AND BERAR.	41. Berar . . . . .	0'03	0'05	— 0'02	0'11	0'26	— 58
	42. Central Provinces West . . . . .	0'02	0'05	— 0'03	0'04	0'37	— 89
	43. Do. do. Central . . . . .	0'05	0'09	— 0'04	0'09	0'62	— 85
	44. Do. do. East . . . . .	0'01	0'14	— 0'13	0'03	0'83	— 96
BOMBAY (NORTH)	45. Gujarat . . . . .	0	0	0	0	0'01	— 100
	46. Kathiawar . . . . .	0	0	0	0	0'12	— 100
	47. Sind . . . . .	0	0'01	— 0'01	0'67	0'26	+ 158
	48. Baluchistan Hills . . . . .	0'06	0'47	— 0'41	2'17	2'63	— 17
RAJPUTANA AND CENTRAL INDIA.	49. Central India East . . . . .	0	0'01	— 0'01	0	0'18	— 100
	50. Rajputana East, Central India West. . . . .	0	0'01	— 0'01	0	0'19	— 100
	51. West Rajputana . . . . .	0	0'03	— 0'03	0	0'22	— 100
MADRAS	52. East Coast North . . . . .	0'04	0'09	— 0'05	0'11	0'63	— 82
	52-A. Do. do. (a) . . . . .	0	0	0	0	1'55	— 100
	53. Hyderabad South . . . . .	0	0'21	— 0'21	0	0'72	— 100
	54. Madras Central . . . . .	0'02	0'05	— 0'03	0'08	0'19	— 58
	55. East Coast Central . . . . .	0	0'01	— 0'01	0	0'34	— 100
	56. Do. South . . . . .	0'21	0'07	+ 0'14	0'27	0'45	— 40
	57. Madras South . . . . .	0'54	0'23	+ 0'31	0'70	1'42	— 51

SIMLA, 13th April, 1899.

W. L. DALLAS,  
Asst. Meteorological Reporter to the  
Government of India.  
T. W. HOLDERNESS,  
Secretary to the Government of India.

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 8th April.*—Light showers fell in parts of the Circars and Bellary, and heavy rain in parts of the Central, West Coast, and Southern districts. The water-supply is becoming exhausted, but is almost normal for the season. Some sowings under irrigation are in progress. The standing crops are generally in good condition, but are suffering from exhaustion of the water-supply in parts. The harvest continues to yield a normal outturn. Pasture has dried up, but fodder is sufficient. The condition of cattle is normal. Prices are almost stationary.

**Bombay.**—*For week ending 12th April.*—Slight rain fell in parts of six districts. Harvesting of late crops is progressing in twelve and preparations for next season in eighteen districts. Cotton-picking continues in parts of Guzerat and Karnatak. Fodder is sufficient, except in parts of Sind. Agricultural stock is healthy. Prices have risen in seven and fallen in two districts; elsewhere they are stationary.

**Bengal.**—*For week ending 10th April.*—There was rain during the week in almost all parts of Bengal Proper and in places in North Bihar and in the Balasore and Hazaribagh districts. Ploughing is proceeding rapidly and the sowing of autumn rice and jute is going on in parts. The planting of sugarcane is also in progress. Spring rice is doing well, though some more rain is still required in the Burdwan and Presidency divisions. The spring crops are still being harvested in places. A good crop of *mahua* (*Bassia latifolia*) is being gathered in the Bhagalpur and Chota Nagpore divisions. The fodder-supply is everywhere sufficient, except at Midnapore. Prices continue practically stationary.

**North-Western Provinces and Oudh.**—*For week ending 12th April.*—The weather was generally unsettled during the week and rain has fallen in several districts. Harvesting of the spring crops is nearly over and threshing and winnowing are in active progress. Extra crops and sugarcane are being sown, planted and irrigated. Opium weighments have commenced. Prospects are favourable and supplies and fodder are sufficient. Prices show a tendency to rise in a few districts, but are generally stationary to falling.

**Punjab.**—*For week ending 12th April.*—Rain has fallen in all districts, except Delhi, Jullundur, Shahpur, and Peshawar. Harvesting of spring and sowings of extra spring and autumn crops continue. The condition and prospects of the standing irrigated crops are average and of unirrigated crops below average or poor. The yield is generally expected to be below average. Cattle are in fair condition, except in Delhi and parts of Dera Ismail Khan. Fodder is scarce in Delhi, Umballa, Lahore, Shahpur, Dera Ismail Khan, and parts of Hissar, and sufficient elsewhere. Prices, especially of wheat, are rising in Sialkot, Peshawar, and Dera Ismail Khan; falling in Hissar, Jullundur, and Rawalpindi;



and are unchanged elsewhere. Wheat is selling from  $16\frac{1}{4}$  to  $21\frac{1}{4}$ , gram 20 to  $23\frac{1}{4}$ , barley 32, bulrush-millet 19 to 29, maize 28 to 39, great millet 20, and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 11th April.*—The weather is hot and occasionally cloudy, and high winds prevail almost everywhere. Slight showers of rain fell in eight districts. The threshing of spring crops is approaching completion and the planting of sugarcane continues in Bhandara and Sambalpur. In Saugor labourers find occupation in gathering *mahua* (*Bassia latifolia*) and other minor products from Government forests. In parts of Damoh also the forests have been thrown open to the poorer classes and village relief is being organised in the northern half of that district. The water-supply is becoming scanty in some villages of the Mandla, Betul, Wardha, and Chhindwara districts. Fodder is reported insufficient in parts of Seoni, Wardha, Nagpur, and Sambalpur. The price of wheat, gram, rice, and *juar* has fallen in some districts, and has slightly risen in others. A tendency to rise is shown mainly in the Jubbulpore division, but both there and elsewhere prices are below normal, the cheapest being—wheat 21, gram 35, rice 22, and *juar* 29 seers per rupee; the dearest prices are—wheat 12, gram 18, rice 10, and *juar* 19 seers per rupee.

**Burma.**—*For week ending 8th April.*—In Upper Burma sowing and transplanting of dry weather paddy are not yet completed in some districts. The crop promises well, except in Mandalay, where prospects are poor and in a few villages of the Ruby Mines district in which more water is needed. Wheat is being harvested in Sagaing and reaping of miscellaneous crops is progressing generally in Myitkyina and the Ruby Mines district. Land is being cleared for cultivation of hill side paddy. The price of paddy has fallen slightly in Rangoon, Pegu, and Pakokku, and has risen in Amherst.

**Assam.**—*For week ending 11th April.*—Rain in most districts has facilitated cultivation. Ploughing for and sowing of early and late broadcast rice continue. Transplanted early rice is somewhat damaged by rise of water in Sunamganj. Plucking of tea is in progress and prospects are generally good, except in Cachar, where red spider and blight prevail. Pressing of sugarcane is nearly finished; the outturn is poor in Sylhet, elsewhere it is generally good. Ploughing for and sowing of jute continue in Goalpara and Sylhet. Prices—common rice—Sylhet 19; Silchar, Dhubri, Gauhati, and Nowgong 16; Tezpur 15; Sibsagar 10; and Dibrugarh 14 seers per rupee.

**Mysore and Coorg.**—*For week ending 12th April.*—**MYSORE:** Rainfall 53 cents in the Civil and Military station and slight rain in parts of the Province. The standing crops are in good condition. Prices have slightly fallen in Bangalore, Hassan, and Shimoga; and have risen in Kolar, Kadur, and Mysore.

**COORG:** Rainfall 17 cents. Coffee has blossomed. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 12th April.*—**BERAR:** The weather is warm and occasionally cloudy. Preparation of land for the ensuing rain crop continues. Scarcity of fodder and water prevails in parts of the Province. Prices are fluctuating.

NOTE.—In the Assam report for the week ending 4th April delete the words "and heavy rain from Sylhet."

**HYDERABAD:** No rain during the week. The spring harvest is progressing and the standing winter rice crop is in fairly good condition. Prices of grain continue steady. Prices—wheat  $9\frac{1}{4}$ , coarse rice  $10\frac{1}{4}$ , and *jowari* 24 seers per current sicca rupee.

**Central India.**—*For week ending 12th April.*—No rain during the week. Agricultural operations are in progress throughout Central India. The standing crops are in fairly good condition. Prices continue above normal in Bundelkhand. The condition of the opium crop is fair in Malwa and good in Gwalior and Bhopal.

**Rajputana.**—*For week ending 12th April.*—Agricultural operations are progressing satisfactorily, except in Merwara. The state of the crops is generally good, except in Ajmere-Merwara, where it is fair. The harvesting of crops is almost completed. Cattle are in poor condition in Marwar, Haraoti, and Ajmere; elsewhere they are in good condition. Fodder scarcity prevails in States reported last week. Prices are falling in two States and are steady elsewhere. Twenty persons emigrated from Ajmere and seven from Merwara during the week. The total emigration from Merwara up to date numbers 4,342. The numbers employed on relief works were—440 in Ajmere, 3,262 in Merwara, and 970 in Marwar. Prices—Ajmere  $20\frac{1}{2}$ , Beawar 22, and Marwar 15 seers per rupee. The water-supply threatens to fail in Kherwara and remedial operations have been started.

**Kashmir.**—*For week ending 11th April.*—Rain fell during the week. The prospects of the spring crops are excellent. Prices continue below normal. Rice—27 seers per rupee.

**JAMMU PROVINCE.**—*For week ending 12th April.*—Slight rain fell during the week. Prices are stationary. Wheat is selling at 18 and maize 25 seers per rupee. The condition of the standing crops is fair. Fodder is scarce.

**Nepal.**—*For week ending 8th April.*—Rainfall 0.34 inch. The weather is cold, windy, and stormy. Crop prospects are good. The price of rice is  $9\frac{1}{2}$  seers per rupee.

T. W. HOLDERNESS,  
*Secretary to the Government of India.*



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

No. 11—124-2.

*Extract from the Proceedings of the Government of India, Department of Revenue and Agriculture (Civil Veterinary Administration),—dated Simla, the 7th April, 1899.*

Read—

The Annual Report of the Civil Veterinary Department in India for the official year 1897-98.

## RESOLUTION.

The Report of the Civil Veterinary Department for the year 1897-98 shows satisfactory progress in all directions. The results of the famine in the shape of high prices and scarcity of fodder continued to affect the operations of the Department and added in no small degree to the anxieties of the Inspector General and his officers. The number of Government stallions employed was somewhat smaller than in the previous year. The average number of mares covered per Government stallion employed in the three most important breeding centres—the North-Western Provinces, North Punjab and South Punjab—fell from 52 to 49. The Government of India, however, agree with the Inspector General that, considering the sufferings of these Provinces from scarcity, and the strain on the resources of the Punjab caused by the frontier campaigns, it is satisfactory that the decrease was not more marked. The increase in the corresponding figures for Baluchistan, which is one of the best breeding-grounds, is very satisfactory.

As in the previous year the high cost of feed and keep of Government stallions was unavoidable. The Inspector General exercised the closest personal supervision over expenditure under this head in all the Provincial departments under his charge, and the Government of India are satisfied that the utmost possible economy was observed.

The condition of the Bombay market for Arab stallions during the year was most unsatisfactory. In 1896-97 only half the usual number of horses was landed, but in the year under review, owing to previous losses sustained by dealers and fear of plague, only 1,500 horses were landed against a yearly average under normal conditions of 5,000. Under circumstances so unfavourable, it is creditable to Veterinary Colonel Queripel that he obtained the requisite number of Arab stallions of high class.

The suggestions for remedying existing defects in the accommodation provided for stallions on board hired transports have been referred to a Committee appointed to consider the matter.

2. The removal of the Punjab Stallion Depot at Babugarh to a site near the cantonment of Abbottabad has now been practically approved, and the plans and estimates for the new buildings are at present under the consideration of the Government of India. The location of the stables on the new site should have the best results, as regards the acclimatization and treatment of horses, and is likely to act as a stimulus to horse-breeding in the Punjab generally.

3. Steps have been taken to carry into effect the proposal of the Inspector General that the attention of Officers Commanding British Cavalry Regiments mounted on country-breds should be specially directed to the working of those horses whose pedigrees are known, for the purpose of comparing the working capabilities of horses got by the different classes of sires.

4. There was a reduction, for the most part due to the destruction of old donkeys who were no longer fit for breeding, in the number of donkey stallions employed as compared with the figure for the preceding year.

Similarly, there was a falling off in the percentage of mares covered per donkey stallion employed. These reductions were due to the peculiar circumstances of the year, considering which the results shown are satisfactory. In addition to scarcity there was the demand for transport for the late frontier expeditions, which undoubtedly caused a serious drain on the pony-mare supply, and of which the effect is likely to be seen to a still greater extent in the figures for 1898-99. To meet the demand for donkey stallions which exceeds the supply, the purchase of 25 additional jacks per annum for the next three years has recently been sanctioned.

5. The increase in the number of branded mares is satisfactory. Little advantage has been taken of the concession granted a few years ago of allowing unbranded mares to be covered on certificates granted by District Officers. The Government of India, however, agree that there is no harm in giving the system a further trial except in the Bombay Presidency proper, where no reasons for its continuance exist. There was a slight falling off in the total number of mares covered, but considering the various unfavourable conditions of the year the results are not unsatisfactory.

6. Though the season was less unfavourable to horse fairs and shows than the preceding year, owing to the plague and other causes a certain number could not be held, whilst in other cases the attendance was below the average. There was a falling off in the number of purchases made by the Army Remount Department, but the class of animals obtained was well up to the average of former years. On the other hand, the purchases made by the Native Cavalry exceeded by 94 the figure for the preceding year. It is satisfactory that the award of silver medals to owners of the best collections of brood mares and young stock is so much appreciated and continues to excite keen competition.

7. The Instruction Farms continue to fulfil a useful purpose. It was thought advisable during the year to sell the pony and donkey mares attached to the two Farms and gradually to increase the stock of big mares. The changes will have the advantage, amongst others, of enabling experiments to be carried out as to the value of the different crosses.

8. A considerable advance was made during the year towards completing the equipment of the bacteriological laboratory at Muktesar and placing the staff on a thoroughly satisfactory footing. As the result of an informal conference held at Simla which was attended by Veterinary-Colonel Queripel and Dr. Lingard, a Veterinary Officer has been posted as Assistant to the Imperial Bacteriologist to attend to the practical work outside the laboratory, as well as to assist in the laboratory itself. A trained German head laboratory assistant has been attached to the laboratory, and most of the buildings and appliances required have been provided. Government have unfortunately been deprived temporarily of Dr. Lingard's services owing to his being obliged to take sick leave, but Captain Leonard Rogers, I.M.S., has been appointed to carry on his work, and a number of important experiments are in progress in connection with rinderpest, whilst the manufacture of mallein and other reagents is being carried on. It is a source of satisfaction to Government that the laboratory is at length in working order and the various objects of the institution are being actively pursued.

Operations under the Glanders and Farcy Act have been extended during the year. In particular the Act was amended in order to meet the paucity of qualified Veterinary Practitioners in the North-Western Provinces and Oudh by utilizing with the express permission of the military authorities the services of Veterinary Officers of the Army Veterinary Department in cases of urgent necessity. Rules have been framed for the working of the Act in the Hyderabad Assigned Districts, and the difficulty caused by the absence of any qualified Veterinary Practitioner has been met by the appointment as Veterinary Surgeon under section 7 of the Act of the Superintendent, Civil Veterinary Department, or, in his absence, of the Senior Veterinary Assistant. Glanders was prevalent in most of the Provinces, but not to any serious extent except in Bombay City. Further information has been collected regarding *surra* disease which shows how widespread this fatal malady is. So far inquiries have been confined to the Punjab and the North-Western Provinces, and investigations should be directed to ascertaining whether the disease affects animals elsewhere in the Indian Peninsula and, if so, to what extent. It is to be regretted



that no progress has been made in investigating the Ludhiana disease or anthrax. The Imperial Bacteriologist may possibly be able to undertake this duty in the near future.

9. It is satisfactory that the Inspector General has succeeded in inducing the railway companies to adopt a uniform system for the cleansing of horse-boxes and railway trucks, and that the railways have now definitely adopted a uniform set of rules for this purpose.

10. The Inspector General's account of horse-breeding in the Native States shows a satisfactory state of things, and it is evident that the *darbars* generally conduct their operations with energy and intelligence.

11. There was a slight falling off in the number of horse, pony and donkey stallions maintained by District Boards, but the interest taken in horse-breeding by local bodies, more especially in Northern India, is well maintained and the demand for suitable stallions considerably exceeds the supply. The Arab sire maintains his popularity with the owners of mares, and there was an increase in the number of coverings and of foals. Pony-breeding continues to yield most encouraging results, the fillies produced not only being sufficiently well developed to admit of their being branded and served by Imperial stallions, but in a few instances being up to the remount standard.

12. Much attention was paid during the year to the investigation and prevention of cattle disease, and opportunity was taken of the visit of Dr. Koch to this country to depute as many officers as possible to attend the demonstrations of his methods kindly given by him at Muktesar.

13. Much good work was done in the veterinary dispensaries during the year and there is ample evidence of the steady increase of these institutions in popularity. Bombay still leads the way as regards numbers, but Bengal is rapidly drawing up, and the Punjab and the Central Provinces are doing their best with limited resources. The utility of dispensaries as a means not only of alleviating much suffering but of enlisting the sympathies and securing the confidence of the people in Western veterinary methods cannot be overestimated, and it is earnestly to be hoped that in provinces like Madras, where at present not a single dispensary exists, and in the North-Western Provinces, where there is only one, there will be no unavoidable delay in taking action in the matter.

14. The results of the final examinations held at the Veterinary Schools were generally satisfactory, the Lahore Veterinary School being the most successful. At the Bombay School only 7 out of 14 passed; but the fact that the curriculum of study is altogether of a higher standard, and the tests somewhat more stringent there than at other schools, is no doubt partly responsible for the somewhat disappointing result.

15. In conclusion the Government of India desire to endorse the tribute paid by the Inspector General to the excellent work of the officers of the Department, and are glad again to acknowledge the care, zeal, and energy with which Veterinary-Colonel Queripel carried on the administration of the Department in a year of more than ordinary difficulty.

To the Government of Madras.  
 " " Bombay.  
 " " Bengal.  
 " " North-Western Provinces and Oudh.  
 " " Punjab.  
 " " Burma.  
 " Chief Commissioner, Central Provinces.  
 " " Ajmere-Merwara.  
 " Resident, Hyderabad.  
 " Agents to the Governor General in Rajputana and Baluchistan.

ORDER.—Ordered, that a copy of the foregoing Resolution be forwarded to the Local Governments and Administrations noted in the margin.

ORDERED, also, that a copy be forwarded to the Military Department for information and favour of communication to the Director, Army Remount Department, the Commissary-General-in-Chief, and the Adjutant General in India, for the information of His Excellency the Commander-in-Chief and of Officers Commanding Regiments of Native Cavalry.

Ordered, also, that a copy be forwarded to the Inspector General, Civil Veterinary Department, for information and to the Director-General, Indian Medical Service, for communication to the Imperial Bacteriologist.

Ordered, also, that a copy be published in the Supplement to the *Gazette of India*.

[True Extract.]

T. W. HOLDERNESS,

*Secretary to the Government of India.*



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 31ST MARCH 1898, AND FROM 1ST JANUARY TO 31ST MARCH 1899.**

N.B.—As regards the figures in column *Total Earnings from 1st January 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile during the 1st half of 1898.	LAST 12 DAYS OF MARCH 1898.				LAST 13 DAYS OF MARCH 1899.				Earnings from 1st January to 31st March 1898.	Earnings from 1st January to 31st March 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State Lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Standard gauge—													
East Indian	694	1,740	22,02,896	1,266	1,747	22,82,000	1,306	1,53,71,165	1,61,25,000	2,53,835			
Bengal Central	163	125	49,707	398	125	45,100	361	2,82,314	2,78,000	...			
Bengal-Nagpur	181	882	3,14,241	365	1,186	3,79,000	320	19,87,495	24,95,000	5,07,505			
Indian Midland (including Bhopal-Itarsi)	171	766	2,17,931	285	868	2,36,000	272	16,61,650	17,88,000	1,26,350			
Bezwada Extn. (East Coast State)	191	21	7,343	350	21	5,900	291	53,604	36,300	...			
Madras-Ennur sec. (Bezwada-Mad.)	119	9	1,545	172	9	1,800	203	13,533	14,100	567			
Metre gauge—													
Rajputana-Malwa (inclgd. G.-R.-Nagds)	264	1,815	7,40,712	408	1,815	8,10,000	446	53,75,037	63,39,000	9,63,963			
Palanpur-Deesa	44	17	1,103	65	17	1,100	65	7,227	9,500	2,273			
South Indian	161	1,042	3,15,466	303	1,023	3,03,000	298	19,87,775	19,37,000	...			
Máyavaram-Mutpet	88	54	9,211	171	54	10,100	187	54,559	53,000	...			
Southern Mahratta (including Guntakal-Mysore Frontier section)	103	1,165	2,09,729	180	1,165	2,14,000	184	13,83,491	13,52,000	...			
Mysore section (Southern Mahratta)	107	296	51,579	174	296	34,600	117	4,08,650	2,40,000	...			
Bengal and North-Western system	162	844	2,52,743	299	1,082	2,35,000	216	17,28,842	18,14,000	85,158			
Lucknow-Bareilly	106	231	45,234	196	231	40,700	176	2,80,132	3,00,000	19,748			
Assam-Bengal	90	286	57,224	200	415	59,100	142	3,34,120	4,48,000	1,13,880			
Burma	223	936	3,02,391	419	936	3,27,000	349	22,31,930	26,73,000	...			
TOTAL	266	10,209	48,69,058	477	10,990	49,85,400	454	3,43,61,644	3,67,95,900	14,34,256			
State Lines worked by the State.													
Standard gauge—													
North Western (a)	287	2,886	14,52,307	503	2,836	12,64,000	438	1,01,89,745	85,68,000	...			
Oudh and Rohilkhand (inclgd. m. g. link)	217	875	3,62,897	415	1,013	3,80,000	375	23,95,649	25,41,000	1,45,351			
Eastern Bengal (inclgd. metre & 2' 6")	319	818	5,12,312	626	825	4,81,000	583	17,76,594	31,54,000	13,77,406			
East Coast (b)	116	536	1,34,729	251	795	1,61,000	203	8,19,095	9,83,000	1,63,905			
Special gauges—													
Jorhat	66	28	2,609	106	28	2,700	96	25,484	22,900	...			
Cherra-Companyganj	20	8	342	43	8	800	98	(c) 474	6,400	5,926			
TOTAL	261	5,161	24,65,556	479	5,555	22,89,000	412	1,72,06,901	1,52,45,300	...			
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	514	1,491	15,39,990	1,033	1,491	13,95,000	936	93,76,085	1,12,91,000	19,14,915			
Bombay, Baroda and Central India	775	461	5,87,009	1,373	461	5,97,000	1,295	33,72,618	41,14,000	7,41,382			
Madras	258	840	3,85,940	459	840	3,45,000	414	27,13,643	22,95,000	...			
TOTAL	480	2,792	25,33,939	900	2,792	23,40,000	833	1,54,62,346	1,77,00,000	22,37,654			
TOTAL (GUARANTEED AND STATE ASSISTED COMPANIES.)	297	18,152	98,47,653	523	19,337	96,14,400	497	6,70,30,891	6,87,41,200	17,10,309			
Standard gauge—													
Delhi-Umballa-Kalka	217	163	71,277	440	162	68,100	420	5,61,423	3,45,000	...			
Tarakesur	820	22	12,604	546	22	12,000	545	93,364	85,900	...			
Southern Punjab (Delhi-Samastata)	75	400	35,892	89	423	44,000	104	2,29,616	3,00,000	70,384			
Tapti Valley	...	...	...	...	36	2,800	78	...	19,400	19,400			
Metre gauge—													
Mymensingh-Jamalpur-Jagannathganj	...	...	...	...	33	2,300	70	...	17,300	17,300			
Rohilkhand and Kumaon (Co.'s sec.)	137	66	20,090	395	66	17,400	264	99,023	1,04,000	10,977			
Segowhee-Raxaul	...	...	...	...	18	900	50	...	(d) 2,100	2,100			
Bengal Doonars	106	36	6,199	172	36	4,900	136	45,208	35,400	...			
Dibru-Sadiya	200	78	30,413	390	78	20,500	378	1,09,859	2,31,000	31,141			
Ahmedabad-Parantij	59	55	4,718	86	55	5,600	102	29,748	41,400	11,652			
Special gauges—													
Darjeeling-Himalayan	266	51	26,463	519	51	29,700	582	1,41,769	1,45,000	3,231			
Barsi	156	21	6,531	311	21	7,700	367	43,632	52,500	8,868			
TOTAL	135	891	2,19,502	246	1,001	2,21,900	225	13,77,700	13,79,000	1,300			
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonna	31	74	3,686	50	74	7,600	103	24,943	66,200	41,257			
Bhopal-Ujjain	76	114	13,852	122	114	23,800	209	1,05,827	1,47,000	41,173			
Nagda-Ujjain	86	35	5,208	149	34	4,100	121	31,479	27,200	...			
The Nizam's guaranteed state	235	394	1,37,118	411	331	1,43,000	428	9,57,583	9,81,000	23,417			
The Gackwar's Potliad	70	13	1,134	89	13	1,900	146	5,898	11,100	5,292			
Rajpura-Bhatinda	140	108	22,566	209	108	20,300	188	1,84,726	1,38,000	...			
Kolar Gold-fields	408	10	7,345	735	10	3,500	350	52,120	40,300	...			
Metre gauge—													
Yesvantpur-Mysore Frontier section (inclgd. M. Nanjangud)	71	66	7,704	117	66	6,000	91	55,944	34,200	...			
The Gackwar's Mehsana	81	93	12,491	134	93	11,200	120	79,156	84,400	5,244			
Kolhapur	55	29	2,525	87	29	5,000	172	17,900	32,100	14,200			
Special gauges—													
The Gackwar's Dabhoi	58	79	7,977	101	79	8,600	109	44,498	50,900	6,402			
Rajpipla	13	19	465	24	24	1,500	63	2,239	9,200	6,961			
Cooch Behar	63	22	3,492	159	25	2,000	80	19,740	15,700	...			
TOTAL	133	996	2,25,583	226	1,003	2,38,500	238	15,82,053	16,37,300	55,247			
Lines owned & worked by n. states.													
Metre gauge—													
Bhavnagar-Gondal-Junagad-Porbandar	126	334	64,477	193	334	69,200	207	4,10,745	5,13,000	1,02,255			
Jetalsar-Rajkot	80	46	6,154	134	46	6,700	146	42,528	50,000	7,472			
Jamnagar	38	54	3,545	66	54	3,600	67	21,271	27,800	6,529			
Dhrangadra	...	...	...	...	21	2,600	124	...	18,000	18,000			
Jodhpore-Bickaneer	66	361	45,035	124	407	75,100	185	2,09,482	4,90,000	1,91,518			
Oodeypore-Chitor	42	60	3,948	66	60	4,000	77	26,275	39,100	12,825			
Special gauge—													
Morvi	82	94	9,250	98	94	14,800	157	72,837	1,03,000	30,163			
TOTAL	86	952	1,32,409	139	1,016	1,76,600	174	8,72,128	12,40,900	3,68,763			
GRAND TOTAL	278	20,991	1,04,25,147	497	22,357	1,02,54,400	450	7,08,62,782	7,29,98,400	21,35,618			

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rys.  
(b) Includes Bezwada-Madras ry.

(c) From 9th to 31st March 1898.  
(d) From 1st to 31st March 1899.

SIMLA, the 13th April, 1899.

G. LUBBOCK, Lieut., R.E.,  
Offg. Under Secy. to the Govt. of India.

301 mca.  
6881  
27 mca.

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. L of 1898-99.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total earnings from 1st April 1898*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	LAST 12 DAYS OF MARCH 1898.				LAST 13 DAYS OF MARCH 1899.				Earnings from 1st April 1897 to 31st March 1898.	Earnings from 1st April 1898 to 31st March 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.													
Standard gauge—													
East Indian	654	1,740	22,02,896	1,266	1,747	22,82,000	1,306	5,91,73,559	5,99,40,000	7,66,441	...	...	
Bengal Central	183	125	49,707	398	125	45,100	361	11,90,840	10,30,000	...	1,60,840	...	
Bengal Nagpur	139	862	3,14,241	365	1,186	3,79,000	320	62,52,768	73,86,000	11,33,232	...	...	
Indian Midland (including Bhopal-Itarsi)	155	766	2,17,931	285	868	2,36,000	272	61,34,378	63,10,000	1,75,622	...	...	
Bozwada Extn. (East Coast State)	153	21	7,343	350	21	5,900	281	1,73,109	1,52,000	...	20,109	...	
Madras-Bennur sec. (Bozwada-Mad.)	135	9	1,545	172	9	1,800	200	59,211	44,400	...	14,811	...	
Narrow gauge—													
Rajputana-Malwa (incldg. G.-R.-Nagda)	210	1,815	7,40,712	408	1,815	8,10,000	446	1,97,96,918	2,31,30,000	33,33,082	...	...	
Pilani-Pur-Dooma	44	17	1,103	65	17	1,100	65	39,694	40,300	606	...	...	
South Indian	166	1,042	3,15,466	303	1,023	3,05,000	298	89,95,323	83,98,000	...	5,97,323	...	
Maynaram-Mutpet	92	54	9,211	171	54	10,100	187	2,58,918	2,44,000	...	14,918	...	
Southern Mahratta (incldg. G. M. From sec.)	113	1,165	2,09,729	180	1,165	2,14,000	184	68,41,886	54,56,000	...	13,85,886	...	
Mysore section (Southern Mahratta)	123	296	51,579	174	296	34,600	117	18,99,315	12,19,000	...	6,80,315	...	
Bengal and North-Western system	147	844	2,52,742	299	1,082	2,34,000	216	62,53,448	65,61,000	3,07,552	...	...	
Lucknow-Bareilly	81	231	45,234	196	231	40,700	176	8,92,306	10,55,000	1,62,694	...	...	
Assam-Bengal	73	236	57,228	200	415	59,100	142	10,46,711	14,23,000	3,76,289	...	...	
Burma	186	986	3,92,391	419	936	3,27,000	349	87,18,089	86,31,000	...	77,089	...	
TOTAL	243	10,209	48,69,058	477	10,990	49,85,400	454	12,77,15,473	13,10,18,700	33,03,227	...	...	
State lines worked by the State.													
Standard gauge—													
North Western (a)	296	2,886	14,52,207	503	2,886	12,64,000	433	3,57,33,439	3,62,51,000	5,17,561	...	...	
Odish and Rohilkhand (incldg. m. g. link)	195	875	3,62,897	415	1,013	3,80,000	375	88,46,187	1,00,63,000	12,16,813	...	...	
Eastern Bengal (incldg. metro & 2' 6")	362	818	5,12,312	626	825	4,81,000	583	1,54,02,904	1,41,60,000	...	12,42,904	...	
East Coast (b)	106	586	1,34,729	251	795	1,01,000	203	29,66,438	28,99,000	...	67,438	...	
Narrow gauge—													
Jorhat	69	28	2,969	106	28	2,700	96	96,890	91,600	...	5,290	...	
Cherra-Companyganj	44	8	342	43	8	500	38	(c) 4,681	(d) 7,400	2,719	...	...	
TOTAL	235	5,151	24,65,556	479	5,555	22,89,000	412	6,30,50,539	6,34,72,000	4,21,461	...	...	
Lines worked by guaranteed cos.													
Narrow gauge—													
Great Indian Peninsula	381	1,491	15,39,900	1,033	1,491	13,95,000	936	2,95,04,854	3,67,94,000	72,29,146	...	...	
Bombay, Baroda and Central India	588	461	5,87,069	1,273	461	5,97,000	1,295	1,40,55,506	1,63,23,000	22,67,494	...	...	
Madras	261	840	3,85,980	459	840	3,48,000	414	1,13,90,665	1,03,04,000	...	10,86,665	...	
TOTAL	349	2,792	25,13,089	900	2,792	23,40,000	838	5,50,11,025	6,34,21,000	84,09,975	...	...	
TOTAL (GUARANTEED AND STATE)	292	18,152	98,47,656	543	19,337	96,14,400	497	24,57,77,037	25,79,11,700	1,21,34,661	...	...	
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	207	162	71,277	440	162	68,100	420	17,41,363	14,51,000	...	2,93,363	...	
Farkeasur	278	22	12,004	516	22	12,000	545	3,18,634	3,05,000	...	13,634	...	
Southern Punjab (Delhi-Samāsata)	42	400	35,802	89	423	44,000	104	(e) 3,33,257	14,67,000	11,33,743	...	...	
Upti Valley	...	...	...	...	...	...	...	...	(f) 22,100	22,100	...	...	
Narrow gauge—													
Mymensingh Jamalpur-Jagannathganj	...	...	...	...	33	2,300	70	...	(g) 25,300	25,300	...	...	
Rohilkhand and Kumaon (Co.'s sec.)	121	66	20,090	395	66	17,400	264	4,17,870	4,74,000	56,130	...	...	
Benaulic-Baxaul	...	...	...	...	18	900	50	...	(h) 2,100	2,100	...	...	
Bengal Doonars	149	36	5,199	172	36	4,900	196	2,77,976	2,59,000	...	18,976	...	
Chirra-Sadiya	198	78	30,413	390	78	29,500	378	7,91,626	8,27,000	35,374	...	...	
Ammedabad-Parantij	45	55	4,718	86	55	5,600	102	(i) 98,816	1,00,000	61,184	...	...	
Narrow gauge—													
Harjeeling-Himalayan	274	51	26,468	519	51	29,700	582	7,30,318	7,39,000	8,682	...	...	
Garai	125	21	6,531	311	21	7,700	67	1,40,360	1,35,000	...	5,360	...	
TOTAL	147	891	2,19,502	246	1,001	2,24,900	225	48,53,220	58,66,500	10,13,280	...	...	
Owned by native states and worked by other agencies.													
Narrow gauge—													
Chas-Goonas	26	74	3,686	56	74	7,600	103	96,551	1,67,000	70,449	...	...	
Bhopal-Ujjain	61	114	13,852	123	114	23,800	209	3,59,026	4,53,000	93,974	...	...	
Baroda-Ujjain	60	35	5,208	119	34	4,100	121	1,08,863	1,21,000	12,137	...	...	
The Nizam's Guaranteed State	211	334	1,37,118	411	334	1,43,000	428	36,47,982	39,31,000	2,83,017	...	...	
The Gaekwar's Petlad	84	13	1,154	89	13	1,900	146	18,005	56,100	...	1,905	...	
Jaipura-Bhatinda	122	108	22,566	209	108	20,200	178	6,96,575	6,56,000	...	40,575	...	
Jaipur Gold-fields	402	10	7,345	735	10	3,500	350	2,08,983	1,92,000	...	16,983	...	
Narrow gauge—													
Govantpur-Mysore Frontier section (incldg. M.-Nanjandrd)	84	66	7,704	117	66	6,000	91	2,91,473	1,90,000	...	1,01,473	...	
The Gaekwar's Mehsana	71	93	12,491	134	93	11,200	120	3,41,368	3,48,000	6,632	...	...	
Amhapur	57	29	2,525	87	29	5,000	172	86,204	92,400	6,196	...	...	
Narrow gauge—													
The Gaekwar's Dabhoi	51	79	7,977	101	79	8,600	109	2,05,556	2,16,000	10,464	...	...	
Chippila	11	19	405	24	24	1,500	63	7,944	17,600	9,656	...	...	
Goeh Behar	54	22	3,492	159	25	2,000	80	62,662	64,300	1,638	...	...	
TOTAL	120	996	2,25,583	226	1,003	2,38,500	238	61,71,163	65,04,400	3,33,237	...	...	
Owned & worked by n. states.													
Narrow gauge—													
Amnagar-Gondal-Junagad-Porbandar	97	334	64,477	193	334	69,200	207	16,88,406	18,01,000	1,12,534	...	...	
Amnagar Rajkot	82	46	6,154	134	46	6,700	146	1,96,592	1,86,000	...	10,592	...	
Amnagar	38	54	3,545	66	54	3,600	67	(j) 1,05,747	1,10,000	4,253	...	...	
Amnagar	...	...	...	...	21	2,600	124	...	(k) 1,400	41,400	...	...	
Amnagar-Bikaner	62	364	45,035	124	407	75,100	185	11,80,984	3,43,000	3,62,016	...	...	
Amnagar-Chitor	38	60	3,948	66	60	4,600	77	1,18,980	1,55,000	36,020	...	...	
Narrow gauge—													
Amnagar	88	94	9,250	98	94	14,800	157	4,00,000	4,06,000	...	900	...	
TOTAL	75	952	1,32,409	139	1,016	1,76,600	174	4,00,000	4,42,400	5,44,722	...	...	
GRAND TOTAL	243	20,991	1,04,25,147	497	22,357	1,02,54,400	458	104,99,098	114,25,000	1,40,25,903	...	...	

Amnagar and Kashmir and Hyderabad-Shadipalli rys.

Madras ry.

Amnagar June 1897 and from 9th to 31st March 1898.

Amnagar and from 23rd December 1898 to 31st March 1899.

Amnagar 1897 to 31st March 1898.

(f) From 1st December 1898 to 31st March 1899.

(g) From 15th 31st March 1899.

(h) From 1st May 1897 to 31st March 1898.

(i) From 8th April 1897 to 31st March 1898.

(j) From 1st June 1898 to 15th March 1899.

G. LUBBOCK, Lieut., R.E.,  
Offy. Under Secretary to the Govt. of India.



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SUPPLEMENT TO

# The Gazette of India.

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No. 16.} CALCUTTA, SATURDAY, APRIL 22, 1899.

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## OFFICIAL PAPERS.

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE 1st HALF OF MARCH 1898 AND 1899.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Burma—*</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	34.78	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	24.52	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	26.9	...	50.38	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	...	...	26.67	...	36.36	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	30.05	...	...	...	...	...	...	...	...	...
Bassein . . . . .	...	...	27.95	...	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Hanzada . . . . .	...	...	28.07	...	...	...	...	...	...	...	...	...
Yongoo . . . . .	...	...	29.63	...	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	...	...	31.85	...	31.85	...	...	...	...	...	5.79	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	34.6	...	...	...	...	...	...	...	25.2	...
<i>Arakan—</i>												
Kyaukpau . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	23.53	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brahmaputra—</i>												
Goalpara . . . . .	12.5	17.5	25	35.65	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	23.12	34.38	...	...	...	...	...	...	...	...
<b>Bengal—*</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	25	33.75	...	...	...	...	...	...	...	...
Dacca . . . . .	...	...	18.75	31.87	26.25	48.75	...	...	12.5	15	...	...
<i>Deltaic—</i>												
Midnapur . . . . .	...	...	25	26.25	...	...	...	...	...	...	...	...
Calcutta . . . . .	...	...	30	45	30	36.25	...	...	20	25	20	21.25
<i>Central—</i>												
Bardwan . . . . .	...	...	22.5	29.37	23.75	...	...	...	...	...	...	...
Pabna . . . . .	...	...	21.25	33.23	24.22	33.28	...	...	...	...	...	...
<i>Northern—</i>												
Rangpur . . . . .	...	...	21.25	31.25	30	50	...	...	...	...	...	...
<i>Orissa—</i>												
Cuttack . . . . .	...	...	21.72	23.44	29.06	45.31	...	...	...	...	...	...
<i>Bihar, south—</i>												
Patna . . . . .	...	...	16.12	24.37	19.06	30.78	...	...	12.5	22.19	10.62	19.66
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	22.81	26.56	22.19	36.25	...	...	12.66	27.5	...	...
Muzaffarpur . . . . .	...	...	28.59	28.59	25	36.25	...	...	...	...	...	...
<b>N. W. Provinces—</b>												
<i>Eastern—</i>												
Benares . . . . .	15.62	22.29	27.29	37.19	24.79	32.6	27.92	37.4	15.78	20.36	15.31	10.62
<i>Central—</i>												
Cawnpore . . . . .	16.3	20	26.67	34.79	21.61	27.6	25.42	31.35	14.27	18.18	14.79	17.76
Jhansi . . . . .	14.69	21.09	32.03	37.19	24.53	34.69	29.06	40.94	15	19.06	14.17	16.41
<i>Western—</i>												
Meerut . . . . .	...	...	33.33	...	23.54	30	27.6	...	...	...	...	...
Agra . . . . .	...	...	38.12	40	24.37	33.28	29.37	...	15.31	17.5	15.62	...
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	...	...	27.4	...	20.78	23.54	...	...	12.29	...	...	...
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow . . . . .	14.27	20.73	28.44	36.35	21.67	27.34	26.67	30.1	12.86	19.60	13.03	10.22
<i>Northern—</i>												
Fyzabad . . . . .	14.53	18.59	33.33	...	22.19	{ 28.12 and 32.5 }	...	...	...	{ 20.05 and 23.12 }	13.28	17.29

\* The figures under "Rice, husked" represent the prices of common rice.

(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAGI		MAIZE.		GRAM.		ARHAR DÁL.		GHL.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
...	...	...	...	...	...	...	...	...	...	...	...	Burma—
...	...	...	...	...	...	57.64	...	...	...	...	...	Tenasserim—
...	...	...	...	...	...	35.75	...	50.38	...	...	...	Mergui.
...	...	...	...	...	...	...	...	...	...	...	...	Tavoy.
...	...	...	...	...	...	...	...	...	...	...	...	Moulmein and Amherst.
...	...	...	...	...	...	28.07	...	37.66	...	...	...	Pegu (deltaic)—
...	...	...	...	...	...	...	...	...	...	...	...	Rangoon.
...	...	...	...	...	...	37.88	...	...	...	...	...	Thongwa.
...	...	...	...	...	...	...	...	...	...	...	...	Bassein.
...	...	...	...	...	...	29.5	...	60.42	...	...	...	Pegu (inland)—
...	...	...	...	...	...	38.1	...	...	...	...	...	Honzada.
...	...	...	...	...	...	...	...	...	...	...	...	Toungoo.
...	...	...	...	9.29	...	20.65	...	42.1	...	...	...	Upper Burma—
...	...	...	...	...	...	...	...	...	...	...	...	Mandalay.
...	...	...	...	...	...	20	...	55.71	...	...	...	Bamo.
...	...	...	...	...	...	...	...	...	...	...	...	Pakokku.
...	...	...	...	...	...	...	...	...	...	...	...	Arakan—
...	...	...	...	...	...	38.1	...	53.33	...	...	...	Kyaukpyn.
...	...	...	...	...	...	...	...	...	...	...	...	Akyab.
...	...	...	...	...	...	...	...	...	...	...	...	Assam—
...	...	...	...	...	...	...	...	...	...	...	...	Brahmaputra—
...	...	...	...	...	...	...	...	...	...	...	...	Goalpara.
...	...	...	...	...	...	...	...	...	...	...	...	Gauhati.
...	...	...	...	...	...	30	50	45	...	420	400	Bengal—
...	...	...	...	...	...	23.75	37.5	30	35	400	350	Eastern—
...	...	...	...	...	...	...	...	...	...	...	...	Chittagong.
...	...	...	...	...	...	...	...	...	...	...	...	Dacca.
22.5	22.5	...	...	12.5	28.12	22.5	35	32.5	35	325	350	Deltaic—
...	...	...	...	...	...	...	...	...	...	320	330	Midnapur.
...	...	...	...	...	...	18.75	30	28.75	35.62	300	300	Calcutta.
...	...	...	...	...	...	24.06	42.5	31.25	36.25	500	400	Central—
...	...	...	...	...	...	...	...	...	...	...	...	Bardwan.
...	...	...	...	...	...	...	...	...	...	...	...	Pabna.
...	...	...	...	15	25	20	47.5	40	60	350	310	Northern—
...	...	...	...	...	...	...	...	...	...	...	...	Rangpur.
...	...	...	...	...	...	20.94	26.56	17.97	23.44	335	345	Orissa—
...	...	...	...	...	...	...	...	...	...	...	...	Cuttack.
...	...	...	...	8.75	17.5	13.75	24.06	19.06	...	280	240	Bihár, south—
...	...	...	...	...	...	...	...	...	...	...	...	Patna.
...	...	...	...	12.06	17.81	15.16	27.5	29.06	21.87	350	320	Bihár, north—
...	...	...	21.56	17.4	20	17.4	40	25	50	320	278.28	Bhagalpur.
...	...	...	...	...	...	...	...	...	...	...	...	Muzaffarpur.
...	...	...	...	...	...	...	...	...	...	...	...	N.-W. Provinces—
...	20.94	...	...	13.33	...	15.47	23.49	23.96	34.53	325.88	317.19	Eastern—
...	...	...	...	...	...	...	...	...	...	...	...	Benares.
15.36	19.06	...	...	12.13	17.4	16.3	20.78	21.04	32.03	278.28	266.67	Central—
...	18.75	...	...	12.5	17.10	16.09	30.21	23.12	32.34	270	240	Cawnpore.
...	...	...	...	...	...	...	...	...	...	...	...	Jhansi.
...	...	...	...	...	...	22.24	26.56	...	...	304.74	...	Western—
17.5	17.5	...	...	13.75	...	18.12	33.50	23.12	33.28	230	266.56	Meerut.
...	...	...	...	...	...	...	...	...	...	...	...	Agra.
...	...	...	...	...	...	17.76	...	...	...	300	250	Submontane, west—
...	...	...	...	...	...	...	...	...	...	...	...	Shahjahanpur.
...	...	...	...	...	...	...	...	...	...	...	...	Oudh—
14.79	20.73	...	...	12.5	19.06	18.54	26.93	21.04	...	310	295	Southern—
...	...	...	...	...	...	...	...	...	...	...	...	Lucknow.
14.53	19.27	...	...	13.44	18.96	19.06	28.59 and 32.19	...	...	295	272.29	Northern—
...	...	...	...	...	...	...	...	...	...	...	...	Fyzabad.



## WHOLESALE PRICES FOR THE 1st HALF OF MARCH 1898 AND 1899—continued.

DISTRICTS.	GUM.		SALT.		TOBACCO LEAF.		TURMERIC.		GRASS.		STRAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	11-31	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	22-54	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	25-09	...	...	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	...	...	19-28	...	...	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	20-31	...	...	...	...	...	...	...	...	...
Bassein . . . . .	...	...	22-61	...	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Henzada . . . . .	...	...	34-97	...	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	25-91	...	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	...	...	20-25	...	...	...	...	...	...	...	...	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	24-71	...	...	...	...	...	...	...	...	...
<i>Arakan—</i>												
Kyaukpada . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	38-1	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brahmaputra—</i>												
Goalpara . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Goalhati . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	35	37-5	105	100	...	...	...	...	...	...
Dacca . . . . .	...	...	35-62	37-5	60	65	...	...	2-5	2-5	...	...
<i>Deltaic—</i>												
Midnapur . . . . .	...	...	35	35-62	55 and 85	50 and 62-5	...	...	...	...	1-56	1-11
Calcutta . . . . .	...	...	33-75	34-37	60	70	...	...	8-38	6-25	6-25	5-62
<i>Central—</i>												
Bardwan . . . . .	...	...	32-5	33-75	...	...	...	...	...	...	2-81	2-81
Fabna . . . . .	...	...	38-75	38-12	75	70	...	...	...	...	7-5	10
<i>Northern—</i>												
Rangpur . . . . .	...	...	40	45	80	60	...	...	3-75	7(a)	5	7(a)
<i>Orissa—</i>												
Cuttack . . . . .	...	...	30	30-62	45	60	...	...	5-57	5-56	4-37	2-83
<i>Bihar, south—</i>												
Patna . . . . .	...	...	35	36-25	30	30	...	...	2-5	3-12	2-5	3-12
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	35-75	37-5	40	40	...	...	...	...	...	...
Muzaffarpur . . . . .	...	...	34-79	36-25	100	100	...	...	...	...	...	...
<b>N.-W. Provinces—</b>												
<i>Eastern—</i>												
Benares . . . . .	27-19	41-87	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Cawnpore . . . . .	33-33	36-35	...	...	52-5	67-5	110	100	...	...	...	...
Jhansi . . . . .	40	...	...	...	...	...	...	...	...	...	...	...
<i>Western—</i>												
Meerut . . . . .	28-54	...	...	...	...	...	...	...	...	...	...	...
Agra . . . . .	37-5	42-03	...	...	40 to 80	...	100	...	5	...	3-33	...
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	30	...	...	...	...	...	105 and 110	105 and 110	...	...	...	...
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow . . . . .	30-78	43-33	...	...	72-5	75	...	...	3-33	3-75	...	...
<i>Northern—</i>												
Fyzabad . . . . .	26-56	37-19	...	...	...	...	...	...	...	2-81	...	...

(a) Per bundle.

(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

JAWAR STALKS.		BRUSA.		SHEEP, PER SCORE.		GOATS, PER SCORE.		PLOUGH BULLOCKS, PER PAIR.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
										Burma—
										Tenasserim—
										Mergui.
										Tavoy.
										Moulmein and Amherst.
										Pegu (deltaic)—
										Rangoon.
										Thongwa.
										Bassein.
										Pegu (inland)—
										Henzada.
										Toungoo.
										Upper Burma—
										Mandalay.
										Bamo.
										Pakokku.
										Arakan—
										Kyaukpyn.
										Akyab.
										Assam—
										Brahmaputra—
										Goalpara.
										Gauhati.
										Bengal—
										Eastern—
										Chittagong.
										Dacca.
										Deltaic—
										Midnapur.
										Calcutta.
										Central—
										Bardwan.
										Pabna.
										Northern—
										Rangpur.
										Orissa—
										Cuttack.
										Bihar, south—
										Patna.
										Bihar, north—
										Bhagalpur.
										Muzaffarpur.
										N.-W. Provinces—
										Eastern—
										Benares.
				60	60					Central—
										Cawnpore.
										Jhansi.
				60	60			60	70	Western—
										Meerut.
3-33				30	45			30 to 100		Agra.
				50 and 100	40 to 90			25 and 50	25 to 50	Submontane, west—
										Shahjahanpur.
										Oudh—
2-5	3-33			35	35					Southern—
										Lucknow.
								30	28	Northern—
										Fyzabad.



## WHOLESALE PRICES FOR THE 1st HALF OF MARCH 1898 AND 1899—continued.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Rajputana—</b>												
Eastern— Ajmere . . . . .	33.33	33.83	...	...	30.78	34.68	...	...	23.85	22.19	20	21.09
<b>Panjab—</b>												
Southern— Ferozpur . . . . .	15.37	20	40	...	22.86	28.75	28.54	33.75	14.79	20	18.18	21.25
Central— Lahore . . . . .	17.4	24.69	30.83	42.08	22.86	26.56	25.88	30.91	11.41	18.59	19.53	20.52
South-eastern— Delhi . . . . .	21.04	25	30.78	36.35	23.54	27.6	27.6	39.17	15.99	16.67	18.18	18.59
Submontane— Amritsar . . . . .	18.18	25.78	33.33	45.73	21.04	26.25	23.91	30.21	...	...	19.06	...
Northern— Rawalpindi . . . . .	16.67	20	47.66	47.03	24.06	25	26.67	28.59	14.84	15.42	12.5	18.23
Western— Multan . . . . .	14.27	14.27	24.22	30.73	24.58	34.79	30.16	37.19	15.57	18.18	15.36	20.99
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	...	28.75	41.25	30	38.75	...	...	19.37	25	...	22.81
Shikarpur . . . . .	...	...	...	...	23.85	27.19	...	...	15.62	...	...	22.5
Quetta . . . . .	...	...	...	...	25.62 to 27.5	40	60	65	21.25	27.5	18.12	24.37
<b>Bombay—</b>												
Deccan— Dharwar . . . . .	...	...	...	...	24.9	...	...	...	...	...	...	35.31
Sholapur . . . . .	...	...	...	...	24.22	...	...	...	...	...	12.81	20.31
Poona . . . . .	...	...	...	...	...	...	...	...	...	...	18.12	...
Khandesh— Ahmadnagar . . . . .	...	...	...	...	28.02	...	...	...	...	...	16.35	...
Dhulia . . . . .	...	...	...	...	30.47	32.86	...	...	...	...	15.73	17.29
Gujarat— Sarat . . . . .	...	...	...	...	31.67	33.18	...	...	...	...	18.54	25.21
Ahmadabad . . . . .	22.5	...	...	...	32.5	38.12	...	...	...	...	...	...
<b>Central Provinces—</b>												
Western— Nagpur . . . . .	...	...	25	28	28	35	33.31	44.5	...	...	16.31	21.75
Central— Jubbulpore . . . . .	21.06	...	22.19	26.69	25	32	28.56	38.06	...	...	17.37	19.06
Eastern— Raipur . . . . .	16	...	21	26	21.5	30	31	44	...	...	...	...
<b>Berar—</b>												
Basim . . . . .	...	...	...	...	32.14	46.43	...	...	...	...	11.54	20.18
Ellichpur . . . . .	...	...	66.67	66.66	36.36	40	44.44	50	...	...	14.81	19.06
Amraoti . . . . .	...	...	40	40	33.33	40	40	47.19	...	...	13.33	19.12
<b>Madras—</b>												
South, central— Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	22	28.8
Salem . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central— Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	13.3	19
Cuddapah . . . . .	17.8	46.4	33.6	47	...	...	...	...	...	...	15.8	24.7
Karnul . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, central— Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, south— Madras . . . . .	17.3	31.1	31.3	54.8	...	...	...	...	...	...	...	...
Tanjore . . . . .	18.3	22.9	32.6	44.6	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Southern— Madura . . . . .	...	...	...	...	...	...	...	...	...	...	21.1	30.5
<b>Mysore—</b>												
Mysore . . . . .	18.15	27.08	32.91	40.22	35.26	48.98	64.46	54.85	...	...	...	14.63
Bangalore . . . . .	12.75	19.6	39	54.87	38.25	50.54	48	54.88	...	...	13.87	24.5

(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAGI.		MAIZE.		GRAM.		ARHAR DÁL.		GHI.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
												<b>Rajputana—</b>
25	25	...	...	20	21.09	25	26.56	...	...	305	336.87	<i>Eastern—</i> Ajmere.
												<b>Panjab—</b>
20	21.25	...	...	14.27	20.94	15.18	23.75	40	57.5	305	340	<i>Southern—</i> Ferozpur.
18.18	22.19	...	...	14.94	22.34	19.37	25.62	31.35	50	320	320	<i>Central—</i> Lahore.
20	18.59	...	...	15.99	19.06	20.52	25	27.6	42.08	320	320	<i>South-eastern—</i> Delhi.
...	...	...	...	13.18	18.50	17.97	26.67	...	...	...	...	<i>Submontane—</i> Amritsar.
19.53	21.25	...	...	15.78	17.4	19.53	27.6	33.33	57.13	200.94	320	<i>Northern—</i> Rawalpindi.
17.4	23.59	...	...	13.33	24.22	21.04	30.21	...	...	336.56	320	<i>Western—</i> Multan.
												<b>Sind and Baluchistan—</b>
21.25	25.94	...	...	...	...	25.52	33.12	...	40	...	300	<i>Karachi.</i>
16.56	...	...	...	...	...	21.87	28.28	...	...	308.12	312.5	Shikarpur.
...	...	...	...	22.5	30	...	...	40	...	320	330	Quetta.
												<b>Bombay—</b>
17.03	...	...	...	...	...	20.21	35.62	...	...	...	...	<i>Deccan—</i>
20.31	29.01	...	...	...	...	26.09	28.7	22.29	...	...	...	Dharwar.
...	...	...	...	...	...	...	...	...	...	...	...	Sholapur.
...	...	...	...	...	...	...	...	...	...	...	...	Poona.
20.99	...	...	...	...	...	23.12	...	...	...	...	...	<i>Khandesh—</i>
...	...	...	...	...	...	...	...	...	...	...	...	Ahmadnagar.
...	...	...	...	...	...	...	...	...	...	...	...	Dhulia.
22.71	27.4	...	...	...	...	...	...	...	...	...	...	<i>Gujarat—</i>
...	...	...	...	...	...	...	...	...	...	...	...	Surat.
...	...	...	...	...	...	...	...	...	...	...	...	Ahmadabad.
												<b>Central Provinces—</b>
...	...	...	...	...	...	20	26	20	25	333.31	320	<i>Western—</i> Nagpur.
...	...	...	...	...	...	16.69	23.5	...	...	280	255	<i>Central—</i> Jubbulpore.
...	...	...	...	...	...	16	26	...	...	280	265	<i>Eastern—</i> Raipur.
												<b>Berar—</b>
20	40	...	...	...	...	25	30.75	25	40	360	320	<i>Básim.</i>
15.39	27.5	...	...	...	...	25	30	25	28.59	290	300	Ellichpur.
...	...	...	...	...	...	...	...	...	...	...	...	Amráoti.
												<b>Madras—</b>
18.9	21.9	...	...	...	...	31.3	43.1	...	...	380.4	400	<i>South, central—</i>
...	...	17.6	24.2	...	...	...	...	22.1	30.3	299.7	326.1	Coimbatore.
...	...	...	...	...	...	...	...	...	...	...	...	Salem.
17.2	23.5	...	...	...	...	24.7	40	16.8	...	261.9	380.4	<i>Central—</i>
...	...	...	...	...	...	...	...	...	...	238.4	300	Bellary.
...	...	...	...	...	...	...	...	...	...	...	...	Cuddapah.
...	...	...	...	...	...	...	...	...	...	...	...	Karnul.
...	...	17.1	26.7	...	...	...	...	20.4	30.5	...	...	<i>East Coast, central—</i>
...	...	...	...	...	...	...	...	...	...	...	...	Nellore.
...	...	...	...	...	...	26.7	56.6	...	...	279.8	329.1	<i>East Coast, south—</i>
...	...	...	...	...	...	...	...	...	...	...	...	Madras.
...	...	17.5	26	...	...	...	...	...	...	...	...	Tanjore.
...	...	...	...	...	...	...	...	...	...	...	...	Trichinopoly.
21.8	...	...	...	...	...	...	...	25.6	28.9	...	...	<i>Southern—</i> Madura.
												<b>Mysore—</b>
...	...	18.62	20.57	...	...	13.44	27.29	65.82	75.43	368.75	346.62	<i>Mysore.</i>
...	...	14	23.51	...	...	16.25	35.28	39.25	50.96	359.5	411.3	Bangalore.



## WHOLESALE PRICES FOR THE 1st HALF OF MARCH 1898 AND 1899—continued.

DISTRICTS.	GÉR.		SALT.		TOBACCO LEAF.		TURMERIC.		GRASS.		STRAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Rajputana—</b>												
Eastern—												
Ajmere . . . . .	44.43	53.33	...	...	...	...	...	...	10	5	10	5
<b>Panjab—</b>												
Southern—												
Ferozpur . . . . .	...	...	...	...	50	50	133.33	110	3.33	3.12	4.01	5
Central—												
Lahore . . . . .	...	...	...	...	53.33	57.13	330.57	123.07	8.02	10	4.01	5.31
South-eastern—												
Delhi . . . . .	...	...	...	...	80	80	123.07	114.27	7.97	6.67	10	8.91
Submontane—												
Amritsar . . . . .	...	...	...	...	...	...	...	...	...	...	4.27	5.31
Northern—												
Rawalpindi . . . . .	...	...	...	...	40	40	133.33	97.5	5	5	5	5.31
Western—												
Multan . . . . .	...	...	...	...	100	100	153.28	133.33	5.31	3.07	5	5.62
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	...	...	...	...	120	...	105	...	...	...	...
Shikarpur . . . . .	35.62	...	...	...	...	...	...	...	...	...	...	...
Quetta . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bombay—</b>												
Deccan—												
Dharwar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Sholapur . . . . .	53.91	...	...	...	...	...	...	...	...	...	...	...
Poona . . . . .	48.33	63.18	...	...	...	...	...	...	...	...	...	...
Khandesh—												
Ahmadnagar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Dhulia . . . . .	66.67	...	...	...	...	...	...	...	...	...	...	...
Gujarat—												
Surat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ahmadabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
Western—												
Nagpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central—												
Jubbulpore . . . . .	...	...	39	38.56	60	60	150	110	...	...	...	...
Eastern—												
Raipur . . . . .	...	...	38	42	120	180	100	67	...	...	...	...
<b>Berar—</b>												
Basim . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ellichpur . . . . .	...	...	...	...	200	320	130	76.25	4	3	...	...
Amraoti . . . . .	...	...	...	...	120	200	140	120	31(a)	19(a)	...	...
<b>Madras—</b>												
South, central—												
Coimbatore . . . . .	54.4	65.6	...	...	...	...	...	131.3	...	...	...	...
Salem . . . . .	...	...	...	...	124.1	137.3	68.5	58.2	...	...	6	8.8
Central—												
Bellary . . . . .	35.7	48.8	...	...	...	...	...	...	...	...	...	...
Cuddapah . . . . .	...	...	...	...	...	...	69.1	66.7	...	...	...	...
Karnul . . . . .	...	...	...	...	39.5	66.7	...	92.3	...	...	...	...
East Coast, central—												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	2.9	4.4
East Coast, south—												
Madras . . . . .	47.7	49.4	...	...	133.9	131.7	85.6	57.6	...	...	...	...
Tanjore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	118.3	118.3	...	...	...	...	...	...
Southern—												
Madura . . . . .	...	...	...	...	106.8	116.8	...	...	...	...	4.3	5.4
<b>Mysore—</b>												
Mysore . . . . .	60.33	68.56	...	...	374	374	132.46	101.29	10.71	10.71	7.14	7.14
Bangalore . . . . .	38.5	55.09	...	...	351	342.75	171.25	85.69	9	3.5	10	13.71

(a) Per 100 pulleys weighing on an average 153 lbs.

(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

JAWAR STALKS.		BRUSA.		SHEEP, PER SCORE.		GOATS, PER SCORE.		PLOWB BULLOCKS, PER PAIR.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
3.33	5	...	...	140	140	...	...	80	80	Rajputana— Eastern— Ajmere.
...	5	...	...	50	50	...	...	75	75	Panjab— Southern— Ferozpur.
...	...	...	...	100	...	...	...	112.5	105	Central— Lahore.
10	5	...	...	60	60	...	...	125	125	South-eastern— Delhi.
...	...	...	...	...	...	...	...	...	...	Submontane— Amritsar.
4.01	6.15	...	...	60	60	...	...	60	60	Northern— Rawalpindi.
7.03	4.01	...	...	50	50	...	...	70	70	Western— Multan.
...	...	...	...	...	...	...	...	...	...	Sind and Baluchistan— Karachi. Shikarpur.
...	...	7.5	10	40 to 140	40 to 140	...	...	...	...	Quetta.
...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dharwar. Sholapur. Poona.
...	...	...	...	...	...	...	...	...	...	Khandesh— Ahmadnagar. Dhulia.
...	...	...	...	...	...	...	...	...	...	Gujarat— Surat. Ahmadabad.
...	...	...	...	...	...	...	...	...	...	Central Provinces— Western— Nagpur.
...	...	...	...	60	60	...	...	70	70	Central— Jubbulpore.
...	...	...	...	40	35	...	...	42	26	Eastern— Raipur.
...	...	...	...	...	...	...	...	...	...	Berar— Basim. Ellichpur. Amritoti.
3	3	...	...	50	50	...	...	60	60	Madras— South, central— Coimbatore. Salem.
3(a)	12(a)	...	...	55	50	...	...	90	80	
2.5	2.5	...	...	80	90	...	90	60	60	Central— Bellary. Chidambur. Karnul.
...	...	...	...	60	100	60	100	70	120	East Coast, central— Nellore.
...	...	...	...	...	...	...	...	...	...	East Coast, south— Madras. Tanjore. Trichinopoly.
...	...	...	...	55	55	55	55	...	...	Southern— Madura.
...	...	...	...	80	62.5	80	62.5	...	...	Mysore— Mysore. Bangalore.
...	...	...	...	...	...	...	...	40	41	
2.96	2.63	...	...	100	100	...	...	70	70	
...	...	...	...	100	160	...	...	130	130	

(a) Per 100 pullies weighing on an average 743 lbs.

J. E. O'CONOR,  
Director-General of Statistics.J. F. FINLAY,  
Secretary to the Government of India.FINANCE AND COMMERCE DEPARTMENT  
April 21, 1899.

B



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE 1st HALF OF MARCH 1899. (*The figures represent*

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU ( <i>Sorghum vulgare</i> ).		BAJRA OR CUMBU ( <i>Penicillaria spicata</i> ).	
					Best sort.		Common.					
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	...	...	10 10	10 10	11 5	11 5	...	...	...	...
Tavoy . . . . .	...	...	...	...	13 7	13 7	15 13	15 13	...	...	...	...
Moulmein and Amherst . . . . .	7 —	7 —	...	...	10 3	10 3	12 3	12 3	...	...	...	...
<i>Pegu (deltaic)—</i>												
Pegu . . . . .	...	...	...	...	10 2	10 2	14 3	14 3	...	...	...	...
Rangoon . . . . .	10 2	10 —	...	...	11 —	10 14	14 2	14 —	...	...	...	...
Thongwa . . . . .	...	...	...	...	11 2	11 2	11 15	11 15	...	...	...	...
Bassein . . . . .	...	...	...	...	11 14	11 14	13 9	13 9	...	...	...	...
<i>Pegu (inland)—</i>												
Tharawadi . . . . .	...	...	...	...	11 11	11 11	14 —	14 —	...	...	...	...
Henzada . . . . .	...	...	...	...	9 5	8 5	10 5	11 8	...	...	...	...
Frome . . . . .	...	...	...	...	10 5	9 15	13 4	13 4	...	...	...	...
Toungoo . . . . .	...	...	...	...	11 3	11 3	12 6	12 6	...	...	...	...
Thayetmyo . . . . .	12 12	13 6	...	...	10 12	10 12	13 12	13 12	32 10	32 10	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	12 6	12 14	...	...	12 —	11 9	12 5	12 1	...	...	...	...
Bamo . . . . .	...	...	...	...	12 —	13 —	17 —	17 —	...	...	...	...
Pakokku . . . . .	...	...	...	...	9 2	8 13	10 10	9 13	18 8	21 2	...	...
Meiktila . . . . .	...	...	...	...	13 2	13 2	17 8	17 8	...	...	...	...
<i>Arakan—</i>												
Sandoway . . . . .	...	...	...	...	16 12	16 2	21 —	21 —	...	...	...	...
Kyaukpyu . . . . .	...	...	...	...	11 12	12 1	12 12	13 1	...	...	...	...
Akyab . . . . .	...	...	...	...	15 —	14 —	16 —	15 —	...	...	...	...
<b>Assam—</b>												
<i>Burma—</i>												
Sylhet . . . . .	8 —	8 —	...	...	17 8	14 8	19 4	16 —	...	...	...	...
Cachar . . . . .	...	...	...	...	8 —	7 9	16 —	16 —	...	...	...	...
<i>Hill tracts—</i>												
Khasi and Jaintia Hills . . . . .	5 14	5 6	...	...	5 4	5 4	7 6	7 4	...	...	...	...
Garo Hills . . . . .	...	...	...	...	...	4 —	20 —	20 1	...	...	...	...
Manipur . . . . .	...	...	...	...	31 —	32 —	37 —	38 —	...	...	...	...
<i>Brahmaputra—</i>												
Goalpara . . . . .	21 —	22 —	...	...	6 —	6 —	16 —	16 —	...	...	...	...
Kamrup . . . . .	10 —	10 —	...	...	10 —	10 —	16 —	10 —	...	...	...	...
Darrang . . . . .	9 —	8 —	...	...	11 —	11 —	13 —	14 —	...	...	...	...
Nowgong . . . . .	...	...	...	...	5 12	5 12	14 —	14 —	...	...	...	...
Sibsagar . . . . .	...	...	...	...	6 —	6 8	13 —	13 —	...	...	...	...
Lakhimpur . . . . .	8 —	8 —	...	...	6 8	6 —	14 —	14 —	...	...	...	...
<b>Bengal—</b>												
<i>Eastern hill tracts—</i>												
Naga Hills . . . . .	...	...	...	...	5 —	5 —	12 —	12 —	...	...	...	...
<i>Eastern—</i>												
Backerganj . . . . .	...	...	...	...	13 8	13 8	14 —	14 —	...	...	...	...
Noakhali . . . . .	...	...	...	...	10 10	10 10	16 3	16 —	...	...	...	...
Chittagong . . . . .	...	...	...	...	12 8	12 8	14 8	14 8	...	...	...	...
Tippera . . . . .	...	...	...	...	10 —	10 —	18 3	16 14	...	...	...	...
Dacca . . . . .	12 13	12 13	26 8	26 —	11 10	11 10	18 4	18 4	...	...	...	...
Maimensingh . . . . .	13 8	13 8	10 —	10 —	16 —	16 —	18 —	18 —	...	...	...	...
<i>Deltaic—</i>												
Khulna . . . . .	...	...	...	...	16 —	16 —	19 —	19 —	...	...	...	...
24 Parganas . . . . .	...	...	...	...	10 —	8 14	14 14	14 8	...	...	...	...
Midnapur . . . . .	16 —	16 —	...	...	12 —	12 —	16 —	16 4	...	...	...	...
Howrah . . . . .	...	...	...	...	10 8	{ 9 14 and 10 6 }	14 —	14 —	...	...	...	...
Calcutta . . . . .	12 4	12 4	17 12	17 12	8 —	8 —	12 4	12 4	17 12	17 12	16 —	16 —
Hooghly . . . . .	14 —	14 —	...	...	8 —	8 —	14 —	14 —	...	...	...	...
Nadia (Krishnagarh) . . . . .	20 —	16 13	2 —	...	6 11	6 11	15 9	15 4	...	...	...	...
Jessore . . . . .	13 —	12 —	36 —	12 —	13 —	12 12	19 —	19 —	...	...	...	...
Faridpur . . . . .	18 —	18 8	20 —	20 —	6 —	6 —	20 —	21 —	...	...	...	...

the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MARUA OR BAGI ( <i>Eleu- sine cor- cana</i> ).		KANONI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADJAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	...	...	...	...	...	...	18 14	18 14	Burma—
...	...	...	...	6 9	6 9	...	...	...	...	16 14	18 12	Tenasserim—
...	...	...	...	9 5	9 5	...	...	7 —	7 —	14 —	14 —	Mergui.
...	...	...	...	...	...	...	...	...	...	...	...	Tavoy.
...	...	...	...	...	...	...	...	...	...	...	...	Moulmein and Amherst.
...	...	...	...	11 2	11 2	20 8	20 8	9 —	9 —	14 —	14 —	Pegu (deltaic)—
...	...	...	...	13 4	13 —	...	...	10 4	10 —	19 8	19 8	Pegu.
...	...	...	...	...	...	...	...	...	...	16 2	16 2	Rangoon.
...	...	...	...	9 13	9 13	...	...	...	...	15 15	15 15	Thongwa.
...	...	...	...	...	...	...	...	...	...	...	...	Bassein.
...	...	...	...	8 8	8 8	...	...	...	...	14 4	14 4	Pegu (inland)—
...	...	...	...	12 7	...	...	...	5 11	5 11	10 —	10 —	Thrawadi.
...	...	...	...	9 14	9 14	...	...	9 6	9 6	14 2	14 3	Henzada.
...	...	...	...	9 12	9 12	...	...	...	...	12 10	12 10	Prome.
...	...	...	...	16 —	16 —	37 9	37 9	10 7	9 3	14 8	14 8	Toungoo.
...	...	...	...	...	...	...	...	...	...	...	...	Thayetmyo.
...	...	...	...	18 12	20 4	...	40 4	9 7	9 8	16 11	16 11	Upper Burma—
...	...	...	...	6 8	6 8	...	...	6 8	6 9	9 —	9 —	Mandalay.
...	...	...	...	15 —	17 2	...	...	6 7	6 7	14 3	14 3	Bamo.
...	...	...	...	17 8	17 8	56 14	56 14	5 —	5 —	14 4	14 4	Pakokku.
...	...	...	...	...	...	...	...	...	...	...	...	Meiktila.
...	...	...	...	...	...	...	...	...	...	17 10	14 —	Arakan—
...	...	...	...	...	...	...	...	...	...	24 —	21 13	Sandoway.
...	...	...	...	10 —	10 —	...	...	7 —	7 —	10 —	10 —	Kyaukpau.
...	...	...	...	...	...	...	...	...	...	...	...	Akyab.
...	...	...	...	...	...	...	...	...	...	...	...	Assam—
...	...	...	...	14 8	14 8	...	...	11 4	11 4	10 5	10 5	Surma—
...	...	...	...	10 10	10 10	...	...	9 2	8 —	8 —	8 —	Sylhet.
...	...	...	...	...	...	...	...	...	...	...	...	Cachar.
...	...	...	...	7 —	7 8	12 6	11 6	7 —	6 14	6 2	6 —	Hill tracts—
...	...	...	...	8 —	7 —	...	...	6 —	5 —	6 8	6 8	Khási and Jaintia Hills.
...	...	...	...	...	...	...	...	3 —	3 —	4 —	4 —	Garo Hills.
...	...	...	...	...	...	...	...	...	...	...	...	Manipur.
...	...	...	...	13 —	13 —	...	...	10 —	10 —	10 —	10 —	Brahmaputra—
...	...	...	...	15 —	15 —	...	...	11 —	11 —	10 —	10 —	Goalpara.
...	...	...	...	12 —	12 —	...	...	10 —	10 —	10 —	10 —	Kamrup.
...	...	...	...	9 —	9 —	...	...	9 —	9 —	9 —	9 —	Darrang.
...	...	...	...	10 —	10 —	...	...	9 —	9 —	9 —	9 —	Nowgong.
...	...	...	...	13 —	12 —	...	...	10 —	9 —	8 —	8 —	Sibsagar.
...	...	...	...	...	...	...	...	...	...	...	...	Lakhimpur.
...	...	...	...	4 8	4 8	...	...	4 —	4 —	4 8	4 8	Bengal—
...	...	...	...	13 8	13 —	...	...	...	...	10 —	10 8	Eastern hill tracts—
...	...	...	...	12 8	12 8	...	...	...	...	9 —	9 —	Naga Hills.
...	...	...	...	12 8	12 8	...	...	8 8	9 —	10 8	10 8	Eastern—
...	...	...	...	16 —	16 —	...	...	11 12	14 —	10 —	10 —	Backerganj.
...	...	...	...	8 —	8 —	...	...	10 8	10 8	9 8	9 8	Neakhali.
...	...	...	...	...	...	...	...	...	...	...	...	Chittagong.
...	...	...	...	...	...	...	...	...	...	...	...	Tippura.
...	...	...	...	...	...	...	...	...	...	...	...	Dacca.
...	...	...	...	...	...	...	...	...	...	...	...	Maimensingh.
...	...	...	...	13 —	13 —	...	...	10 —	10 —	10 —	10 —	Deltaic—
...	...	...	...	18 13	18 4	...	...	14 4	13 14	11 —	10 10	Khulna.
...	...	...	...	16 4	16 —	...	...	12 —	12 —	10 8	10 8	24 Parganas.
...	...	...	...	16 —	16 —	...	...	12 8	12 8	10 8	10 8	Midnapur.
...	...	...	...	16 —	16 —	26 —	26 —	11 6	11 6	10 —	10 —	Howrah.
...	...	...	...	29 1	26 10	...	...	12 5	12 5	11 7	11 7	Calcutta.
...	...	...	...	16 8	16 8	...	...	12 —	12 12	10 —	9 2	Hooghly.
...	...	...	...	23 —	20 —	...	...	8 —	8 —	10 —	10 —	Nadia (Krisnagarh).
...	...	...	...	...	...	...	...	...	...	...	...	Jessore.
...	...	...	...	...	...	...	...	...	...	...	...	Faridpur.



## RETAIL PRICES FOR THE 1st HALF OF MARCH 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLUM (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetia spicata).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.		Common.		Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
					Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.				
Bengal—continued.												
Central—												
Bankura . . . . .	15 —	13 12	...	...	13 4	13 4	20 —	18 12	...	...	...	...
Bardwan . . . . .	16 8	16 8	...	...	15 —	15 —	17 —	17 —	...	...	...	...
Birbhum . . . . .	15 —	13 8	...	...	15 —	15 —	18 —	18 —	...	...	...	...
Murshidabad . . . . .	20 —	19 —	32 —	32 —	14 —	14 —	18 8	18 —	...	...	...	...
Santhal Parganas . . . . .	12 8	13 8	30 —	30 —	12 8	13 —	20 —	20 —	...	...	...	...
Pabna . . . . .	16 8	16 8	22 8	22 8	7 —	7 —	18 12	18 12	...	...	...	...
Bogra . . . . .	16 8	16 8	...	...	15 —	15 —	22 8	22 8	...	...	...	...
Rajshahi . . . . .	22 8	20 —	41 4	30 —	12 —	12 —	18 12	18 —	...	...	...	...
Malda . . . . .	...	18 —	...	...	9 —	10 —	19 —	19 —	...	30 —	...	...
Northern—												
Rangpur . . . . .	12 —	12 —	...	...	9 —	10 —	18 —	18 —	...	...	...	...
Dinajpur . . . . .	16 —	16 —	16 —	16 —	15 10	14 6	21 10	21 —	...	...	...	...
Jaipalguri . . . . .	12 —	12 —	...	...	5 —	5 —	16 —	16 —	...	...	...	...
Hills—												
Darjeeling . . . . .	9 —	9 —	10 —	10 —	5 8	5 8	16 —	16 —	...	...	...	...
Orissa—												
Puri . . . . .	10 8	10 8	...	...	7 14	7 14	18 6	17 2	...	...	...	...
Cuttack . . . . .	13 2	13 2	...	...	10 8	10 8	16 6	15 12	...	...	...	...
Balasore . . . . .	16 —	16 —	11 —	11 —	14 —	14 —	17 —	17 —	...	...	...	...
Chota-Nagpur—												
Singbhum . . . . .	8 —	8 —	...	...	16 —	16 —	20 —	20 —	...	...	...	...
Manbhum . . . . .	14 —	13 —	30 —	20 —	14 —	14 6	22 —	22 —	24 —	...	...	...
Lorhādaga . . . . .	8 —	8 —	22 —	18 —	8 —	14 —	20 —	20 —	...	...	...	...
Palāman . . . . .	15 —	13 —	30 6	30 6	14 —	18 9	18 9	20 4	...	...	...	...
Hazāribāgh . . . . .	18 9	18 9	...	...	16 14	18 9	18 9	20 4	...	...	...	...
Bihār, south—												
Monghyr . . . . .	14 —	13 4	20 —	22 8	8 —	8 —	18 —	18 —	...	...	...	...
Gaya . . . . .	16 —	15 12	24 —	...	10 —	11 9	14 8	14 14	...	...	...	...
Gaya . . . . .	18 —	18 —	27 —	25 —	10 —	11 —	18 —	17 —	21 —	27 —	...	...
Patna . . . . .	20 —	19 —	30 —	32 —	15 —	14 —	21 8	21 —	36 —	29 —	...	...
Shahabad . . . . .	17 —	16 —	26 —	24 —	9 —	10 —	15 —	14 —	...	...	...	...
Shahabad . . . . .	18 —	17 —	...	...	...	...	18 —	17 —	...	...	...	...
Bihār, north—												
Purnea . . . . .	16 —	16 —	...	...	15 —	16 —	16 8	19 —	...	...	...	...
Bhāgalpur . . . . .	17 12	17 10	30 8	30 4	13 14	13 14	17 —	17 10	...	...	...	...
Darbhanga . . . . .	14 —	15 —	25 8	25 —	9 —	9 8	15 —	15 —	...	...	...	...
Muzaffarpur . . . . .	16 —	16 —	20 —	20 —	8 —	8 —	14 —	14 —	...	...	...	...
Saran . . . . .	17 —	17 —	30 —	30 —	10 —	11 —	15 8	16 4	...	...	...	...
Champaran . . . . .	15 8	16 —	...	...	6 8	6 8	13 8	15 8	...	...	...	...
N.-W. Provinces—												
Eastern—												
Mirzapur . . . . .	15 8	14 8	26 —	24 —	11 —	11 —	15 —	15 —	24 8	24 —	22 —	21 —
Benares . . . . .	15 7	15 9	24 —	23 1	8 6	8 2	13 9	13 13	24 8	24 5	22 —	21 12
Ghazipur . . . . .	15 14	16 10	20 14	22 8	7 10	7 4	13 —	13 14	20 4	20 2	20 4	20 6
Jaunpur . . . . .	16 8	16 8	28 —	26 —	7 —	7 —	14 8	15 8	...	...	...	...
Allahabad . . . . .	14 8	14 4	23 —	22 —	9 —	9 —	11 12	13 8	23 —	22 —	21 8	18 8
Central—												
Banda . . . . .	16 —	15 —	23 —	27 —	5 8	5 8	13 12	14 12	24 —	24 —	25 8	24 —
Fatehpur . . . . .	16 —	15 8	24 8	24 —	8 —	8 —	14 —	15 —	25 —	24 —	25 —	24 —
Hamirpur . . . . .	16 8	15 8	24 —	25 4	8 —	7 12	12 —	12 15	25 4	25 4	25 4	25 4
Jalaun . . . . .	16 —	15 —	26 —	24 —	8 —	8 —	12 —	12 —	26 —	25 —	26 —	24 —
Cawnpore . . . . .	18 —	16 8	27 —	26 —	...	...	13 4	13 4	26 —	26 —	25 8	25 —
Jhānsi . . . . .	16 —	15 —	26 8	26 12	7 12	7 12	12 4	12 4	28 —	28 —	25 8	25 8
Etawah . . . . .	18 —	16 12	25 —	23 8	5 —	5 —	13 —	13 —	30 —	26 4	25 —	24 12
Farukhabad . . . . .	13 6	13 6	30 —	30 —	4 12	4 12	14 5	14 5	28 10	25 14	27 4	27 4
Mainpuri . . . . .	19 12	18 4	32 8	29 8	...	...	11 —	11 —	29 8	25 8	32 8	29 8
Etah . . . . .	13 8	18 4	33 8	32 8	4 8	4 8	13 —	13 8	30 8	27 8	...	28 8
Western—												
Meerut . . . . .	16 8	15 8	23 —	24 —	5 —	5 —	12 —	12 —	22 —	24 —	21 —	21 —
Agra . . . . .	16 8	16 8	26 —	26 —	8 —	8 —	12 —	12 —	25 —	24 —	23 —	23 —
Muttra . . . . .	17 4	16 12	29 12	28 4	7 8	7 4	14 2	12 12	25 8	26 4	23 2	23 10
Aligarh . . . . .	17 —	17 —	30 —	25 —	5 8	5 —	...	...	27 —	23 —	22 —	22 —
Bulandshahr . . . . .	19 —	17 —	32 —	28 —	5 —	5 —	12 —	12 —	29 —	24 4	25 —	23 —
Submontane, east—												
Ballia . . . . .	16 4	17 —	24 —	23 —	9 —	6 8	15 —	14 —	22 —	26 —	20 —	20 —
Azamgarh . . . . .	16 —	15 8	24 5	23 4	4 7	4 7	14 8	16 12	25 1	25 1	...	...
Gorakhpur . . . . .	18 14	18 —	30 9	30 9	13 10	13 8	15 7	15 5	27 —	28 13	22 8	22 8
Basti . . . . .	19 12	19 8	28 —	25 —	11 4	15 —	15 8	15 —	...	...	...	...

represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MAHUA OR RAGI ( <i>Eleusine coracana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADJAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
...	...	...	...	15 —	15 —	...	...	12 —	12 —	10 —	10 —	Bengal—continued.
...	...	...	...	21 8	21 8	...	...	14 —	14 —	12 4	12 4	Central—
...	...	...	...	20 —	18 —	...	...	13 8	13 8	10 8	10 8	Baukura.
...	...	...	...	29 —	26 —	...	...	18 —	17 —	11 —	11 —	Bardwan.
...	...	...	...	22 —	21 —	30 —	38 —	25 —	23 —	10 —	10 —	Birbhum.
...	...	...	...	16 8	16 8	...	...	12 8	12 8	9 12	9 12	Murshidabad.
...	...	...	...	16 8	16 8	...	...	9 12	9 12	9 12	9 12	Santhal Parganas.
...	...	...	...	26 4	25 8	...	...	26 4	30 —	9 12	9 12	Pabna.
...	...	...	...	22 —	22 —	...	...	14 —	14 —	10 —	{ 9 8 and 10 — }	Bogra.
...	...	...	...	19 —	20 —	21 —	24 —	9 —	10 —	9 —	10 —	Rajshahi.
...	...	...	...	19 —	19 —	...	...	13 —	13 —	10 10	10 10	Malda.
...	...	...	...	17 —	17 —	...	...	12 —	12 —	10 —	10 —	Northern—
14 —	14 —	...	...	11 —	11 —	24 —	24 —	8 —	8 —	8 —	8 —	Rangpur.
...	...	...	...	15 6	15 —	...	...	7 14	7 14	13 4	13 —	Dinajpur.
...	...	...	...	18 6*	18 6*	...	...	21 —	21 —	10 12	10 12	Jalpaiguri.
...	...	...	...	16 —	14 —	...	...	11 —	11 —	11 4	11 4	Hills—
...	...	...	...	9 —	9 —	...	...	10 —	10 —	7 —	7 —	Darjeeling.
...	...	...	...	18 8	20 —	...	24 —	13 —	13 —	10 —	10 —	Orissa—
...	...	...	...	19 —	20 —	...	...	11 —	11 —	9 8	9 8	Puri.
35 —	35 —	...	...	{ to 20 —	{ to 21 —	28 —	27 —	{ to 13 —	{ to 13 —	9 8	9 8	Cuttack.
33 12	30 6	...	...	23 10	25 4	38 —	29 —	16 14	18 —	9 —	9 —	Balasore.
28 —	28 —	...	...	22 8	22 —	22 8	22 8	12 4	20 —	8 —	9 —	Chota-Nagpur—
...	...	...	...	22 —	21 2	25 —	25 8	20 —	13 —	10 —	10 —	Singbhum.
...	...	14 —	14 8	27 —	26 —	...	...	16 —	16 —	10 —	10 —	Manbhum.
...	...	22 —	17 —	28 —	28 —	45 —	30 —	20 —	18 —	11 —	11 —	Lohardaga.
...	...	...	...	{ 25 — and 26 — }	{ 24 — and 25 — }	...	...	{ 23 — and 24 — }	...	10 8	10 12	Palaman.
...	...	...	...	16 —	16 —	...	...	11 —	11 —	10 8	10 8	Hazáribágh.
...	...	...	...	25 4	21 8	30 8	28 —	13 14	13 4	10 —	10 —	Bihar, south—
25 —	25 —	...	...	20 —	20 —	24 —	23 —	15 —	14 —	10 8	10 8	Monghyr.
25 —	25 —	16 —	18 —	23 —	25 —	23 —	22 8	16 —	16 —	11 8	11 8	Gaya.
...	...	...	...	25 —	24 —	29 8	25 —	18 —	18 —	10 12	10 12	Patna.
...	...	...	...	20 —	22 —	23 —	23 —	14 —	14 —	10 8	10 8	Shahabad.
...	...	...	...	26 —	26 —	...	...	11 —	11 —	10 8	10 8	Bihar, north—
...	...	...	...	25 4	21 8	30 8	28 —	13 14	13 4	10 —	10 —	Purnea.
...	...	...	...	20 —	20 —	24 —	23 —	15 —	14 —	10 8	10 8	Bhágálpur.
25 —	25 —	...	...	23 —	25 —	23 —	22 8	16 —	16 —	11 8	11 8	Darbhanga.
25 —	25 —	16 —	18 —	25 —	24 —	29 8	25 —	18 —	18 —	10 12	10 12	Muzaffarpur.
...	...	...	...	20 —	22 —	23 —	23 —	14 —	14 —	10 8	10 8	Sáran.
...	...	...	...	...	...	...	...	...	...	...	...	Champaran.
...	...	...	...	...	...	...	...	...	...	...	...	N.W. Provinces—
...	...	14 —	12 —	26 —	24 —	27 —	26 —	17 —	17 —	10 —	10 —	Eastern—
...	...	16 5	16 9	25 —	24 2	27 10	27 2	16 —	15 11 1/2	10 6 1/2	10 11	Mirzapur.
...	...	16 4	15 12	27 2	23 2	28 8	27 8	16 14	16 4	9 4	9 4	Benares.
...	...	...	...	24 —	22 8	28 —	25 —	18 —	18 —	11 4	11 4	Ghazipur.
...	...	22 —	22 —	23 8	21 12	26 8	26 —	15 —	15 —	10 8	10 8	Jaunpur.
...	...	...	...	...	...	...	...	...	...	...	...	Allahabad.
...	...	...	...	18 —	29 —	27 —	...	17 —	16 —	11 —	11 —	Central—
...	...	...	...	25 —	21 —	...	...	17 —	16 8	10 12	10 12	Banda.
...	...	...	...	25 4	25 4	...	...	16 —	16 —	10 4	10 8	Fatehpur.
...	...	...	...	26 —	25 —	...	...	16 —	16 —	11 —	10 12	Hamirpur.
...	...	...	...	23 —	24 —	24 —	23 8	18 —	18 8	11 12	11 12	Jalaun.
...	...	...	...	24 8	26 —	32 —	32 —	17 —	17 8	11 —	11 —	Cawnpore.
22 —	22 —	14 —	16 —	25 —	23 4	30 —	25 8	19 —	16 —	11 4	11 —	Jhansi.
...	...	...	...	23 3	22 8	...	30 —	16 5	17 1	11 4	11 9	Etawah.
...	...	...	...	23 8	22 —	34 8	33 —	19 8	18 8	11 —	11 —	Farukhabad.
...	...	...	...	20 8	21 8	37 8	35 8	18 8	26 8	11 8	11 8	Mainpuri.
...	...	...	...	17 8	17 8	24 —	25 —	14 8	15 —	11 8	11 8	Etah.
...	...	24 —	24 —	22 —	22 —	23 —	28 —	16 —	16 —	12 —	12 —	Western—
...	...	22 —	22 —	22 2	21 2	...	...	15 8	15 2	12 —	12 —	Meerut.
...	...	17 —	17 —	21 —	19 8	33 —	29 —	18 —	18 —	11 8	11 8	Agra.
...	...	23 —	23 —	20 8	19 4	33 —	28 —	17 —	16 8	11 4	11 4	Muttra.
14 —	20 —	18 —	16 —	26 —	25 —	27 —	27 —	15 —	16 —	10 —	10 —	Aligarh.
21 6	23 6	16 4	16 4	21 14	20 15	25 1	25 1	16 15	16 15	10 —	10 —	Bulandshahr.
...	...	...	...	19 13	19 13	27 14	27 —	20 7	20 7	10 9	10 13	Submontane, east—
...	...	...	...	19 8	19 8	25 12	25 12	18 4	18 —	10 12	10 12	Ballia.
...	...	...	...	...	...	...	...	...	...	...	...	Azamgarh.
...	...	...	...	...	...	...	...	...	...	...	...	Gorakhpur.
...	...	...	...	...	...	...	...	...	...	...	...	Past.



## RETAIL PRICES FOR THE 1st HALF OF MARCH 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetia spicata).	
					Best sort.		Common.					
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
<b>N.-W. Provinces—contd.</b>												
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	19 —	18 —	32 —	31 —	10 4	11 —	14 8	14 8	—	—	26 —	25 —
Budaun . . . . .	17 4 & 17 8	17 8	29 — & 30 —	31 —	8 —	8 —	14 —	14 —	26 —	26 —	25 —	25 —
Pilibit . . . . .	17 4	17 8	28 —	28 —	5 4	5 4	16 4	16 4	26 —	26 —	22 —	22 8
Bareilly . . . . .	16 9	16 14	26 14	26 14	6 14	5 —	11 14	11 14	26 4	26 4	23 2	23 12
Moradabad . . . . .	17 12	17 4	28 8	28 8	5 4	5 4	13 4	13 4	26 —	24 —	22 —	22 —
Bijnor . . . . .	16 14	16 5	30 6	27 —	4 8	4 8	11 13	12 6	—	—	20 4	—
Muzaffarnagar . . . . .	18 4	17 15	23 2	23 2	—	—	12 2	12 1	—	22 8	—	—
Saharanpur . . . . .	18 12	17 11	29 8	26 5	4 13	4 13	11 4	11 4	22 9	23 10	23 10	23 10
Dehra-Dun . . . . .	16 6	17 13	23 —	30 —	7 —	7 4	12 5	12 12	18 —	21 8	20 6	22 9
<i>Hills—</i>												
Naini Tal . . . . .	13 —	13 —	21 —	21 —	4 —	4 —	10 —	10 —	—	—	—	—
Almora . . . . .	11 8	11 8	17 —	17 —	5 —	5 —	11 —	11 —	—	—	—	—
Garhwál . . . . .	10 —	10 —	12 —	12 —	6 —	6 —	10 —	10 —	—	—	—	—
<b>Oudh—</b>												
<i>Southern—</i>												
Partabgarh . . . . .	20 —	16 8	30 —	29 —	—	—	14 8	14 8	24 —	26 —	24 —	24 8
Sultanpur . . . . .	18 —	18 8	28 —	25 —	—	—	16 —	16 —	24 —	24 —	24 —	20 —
Rae-Bareilly . . . . .	19 12	19 —	29 —	25 —	5 —	5 —	16 —	15 8	23 —	23 —	23 —	23 —
Unao . . . . .	16 8	17 —	23 —	23 —	8 —	8 —	14 —	14 —	24 —	24 —	22 8	22 8
Lucknow . . . . .	18 4	17 4	30 —	29 —	5 8	5 4	13 8	14 —	29 —	28 8	26 —	25 —
Hardoi . . . . .	19 8	18 —	35 —	29 —	—	—	16 —	16 —	25 —	25 —	30 —	28 —
<i>Northern—</i>												
Fyzabad . . . . .	17 11	17 —	26 —	26 —	12 —	12 —	14 8	14 8	29 8	29 8	22 8	22 8
Barabanki . . . . .	20 —	16 8	—	24 —	—	—	14 —	13 —	28 —	22 —	23 —	24 —
Gonda . . . . .	18 4	18 2	32 —	32 —	—	—	16 4	15 10	32 8	30 8	26 —	26 —
Bahraich . . . . .	18 —	18 —	37 —	35 —	7 —	8 —	16 —	16 —	33 —	33 —	28 —	28 —
Sitapur . . . . .	20 —	17 8	32 —	30 —	5 —	5 —	14 —	14 8	28 8	29 —	27 —	23 —
Kheri . . . . .	19 8	18 —	39 —	35 —	5 —	5 —	16 8	16 —	40 —	36 —	—	—
<b>Rajputana—</b>												
<i>Eastern—</i>												
Partabgarh . . . . .	20 5	18 12	31 4	—	7 13	7 —	14 1	12 8	37 8	37 8	18 12	18 12
Banswara . . . . .	14 6	14 1	12 8	13 12	5 —	5 10	12 8	13 2	—	37 8	18 12	18 12
Meywar (Udaipur) . . . . .	14 7	14 13	29 5	21 7	8 9	8 9	9 6	9 6	27 5	28 14	15 13	14 13
<i>Hilly Tracts of Meywar (Dungarpur)—</i>												
Sirohi . . . . .	17 —	17 —	24 —	23 —	7 8	8 —	11 8	11 —	—	—	—	—
Erinpura . . . . .	12 —	12 —	20 —	20 —	5 8	5 8	7 —	7 —	13 —	13 —	14 —	14 —
Ajmere . . . . .	14 8	14 8	21 14	21 14	6 10	6 10	9 2	9 2	20 4	20 4	16 11	16 11
Abu . . . . .	13 8	13 13 1/2	18 —	19 —	6 5 1/2	6 5 1/2	9 2 1/2	9 2 1/2	20 8	21 5 1/2	17 2 1/2	18 5 1/2
Kishengarh . . . . .	12 4 & 13 7	12 5 & 13 13 1/2	17 14	18 5	5 11	5 9	7 10	7 11	—	—	14 8	14 10
Bundi . . . . .	13 4	13 4	17 12	17 12	5 8	6 —	6 8	7 —	19 8	19 4	17 12	18 —
Kotah . . . . .	16 3	16 3	25 8	25 5	6 8	7 12	7 8	7 8	27 8	26 9	18 8	18 8
Jhalawar . . . . .	18 8	18 4	30 —	31 8	7 4	7 4	9 —	9 —	33 4	32 8	20 —	20 —
Tonk . . . . .	15 12	15 15	34 10	37 7 1/2	7 11 1/2	7 13	12 3	12 5 1/2	36 6	29 13	20 6 1/2	20 10
Jaipur . . . . .	14 —	14 12	21 —	20 12	5 —	4 —	7 —	7 —	22 —	20 13	18 —	—
Kerauli . . . . .	11 12	12 —	19 —	18 —	4 4	4 4	6 8	6 8	18 8	19 8	16 4	17 8
Udaipur . . . . .	15 —	15 10	25 8	28 2	9 1	10 —	9 11	11 4	27 2	27 8	23 12	23 12
Bharatpur . . . . .	15 7 1/2	15 5 1/2	25 5	25 5	9 5 1/2	9 9	10 2	10 2	26 3 1/2	26 7 1/2	26 3	26 4 1/2
Alwar . . . . .	15 15	15 7	27 6	26 7	5 —	5 —	8 —	8 —	26 10	26 7	25 —	24 11
Deoli Cantonment . . . . .	14 14	15 10	22 4 1/2	22 1	5 12	5 12	9 4	9 4	23 9 1/2	23 4	20 11 1/2	21 5
Nasirabad Cantonment . . . . .	15 5	15 11	21 9	22 6	4 —	4 —	6 —	6 —	23 8	23 15	23 —	23 —
Balmer . . . . .	13 8	14 —	—	—	7 —	7 —	10 —	10 —	22 8	22 8	18 8	18 8
Anadra . . . . .	13 4	1 10	15 —	—	6 —	5 8	7 —	7 8	17 —	—	15 4	14 10
Shahpura . . . . .	12 9 & 14 5	13 — & 14 6	—	—	6 8	6 4	7 8	7 6	—	—	—	—
Western—	15 —	14 —	19 —	19 —	7 —	7 —	10 —	10 —	23 —	23 —	18 —	18 —
<i>Jodhpur . . . . .</i>												
Jodhpur . . . . .	12 13 & 13 7	13 — & 13 8	17 3	17 3	6 15	7 —	8 6	8 7	17 10 1/2	18 —	16 4	15 — & 16 3
Jaipur . . . . .	10 —	10 8	—	—	6 —	6 —	10 —	10 —	16 —	15 3	13 6	13 —
Bikaner . . . . .	12 —	11 5	16 —	10 —	3 9	3 12	6 —	5 8	—	—	13 8	12 8
<b>Central India—</b>												
<i>Indore . . . . .</i>												
Indore . . . . .	13 —	12 8	18 4	19 —	8 4	8 4	9 4	9 4	27 —	27 —	22 —	22 —
Nimach Cantonment . . . . .	15 8	15 8	—	—	7 —	7 —	8 —	8 —	26 —	26 —	22 —	22 —
Gwalior . . . . .	9 11	10 1 1/2	19 2	19 2	5 13 1/2	5 13 1/2	6 10 1/2	6 14 1/2	19 10 1/2	19 10 1/2	17 4 1/2	17 4 1/2
<b>Panjab—</b>												
<i>Southern—</i>												
Hissar . . . . .	17 —	17 —	23 —	22 —	—	—	10 —	10 —	20 —	19 —	18 —	18 —
Ferozpur . . . . .	17 —	18 —	27 —	27 —	—	—	10 —	10 —	22 —	21 —	20 —	20 —
<i>Central—</i>												
Lahore . . . . .	16 —	17 —	33 —	34 —	—	—	12 —	11 —	20 —	21 —	21 —	22 —
Gujranwala . . . . .	17 —	17 —	32 —	32 —	—	—	13 —	13 —	20 —	21 —	21 —	22 —
Gujrat . . . . .	17 —	17 —	28 —	28 —	—	—	11 —	11 —	24 —	24 —	22 —	22 —
Jhelam . . . . .	17 —	17 —	32 —	32 —	—	—	12 —	12 —	25 —	25 —	20 —	20 —

represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MAHUA OR BAGI ( <i>Eleu- sine cora- cana</i> ).		KANKNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer aristinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADJAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	22 8	21 —	...	...	18 4	18 —	11 4	11 4	N.-W. Provinces—contd.
...	...	16 —	16 —	22 —	22 —	34 —	34 —	18 —	18 —	10 12	10 12	Submontane, west— Shahjahanpur.
...	...	...	...	23 8	22 —	31 —	31 —	17 —	17 —	11 —	11 —	Budaun.
...	...	21 4	17 8	17 13	19 6	31 4	31 —	13 12	15 —	10 —	10 10	Pilibhit.
...	...	18 —	18 —	17 8	18 12	32 8	28 8	15 —	15 —	11 —	11 —	Bareilly.
...	...	...	...	17 2	17 7	28 2	14 12	13 8	14 10	11 2	11 2	Moradabad.
...	...	...	...	18 11	18 7	27 —	24 12	14 5	14 5	11 4	11 4	Bijnor.
25 13	26 14	23 10	25 13	18 8	19 9	27 11	29 —	13 15	13 15	11 4	11 4	Muzaffarnagar.
26 8	27 9	...	...	17 8	19 7	26 8	29 6	16 —	15 —	10 8	10 8	Saharanpur.
...	...	...	...	13 8	14 8	...	...	10 —	8 —	8 —	8 —	Dehra-Dun.
17 —	17 8	...	...	12 8	13 —	...	...	11 3	11 3	8 8	8 8	Hills—
...	...	...	...	8 —	8 —	...	...	6 —	6 —	6 —	6 —	Naini Tal.
...	...	...	...	...	...	...	...	...	...	...	...	Almora.
...	...	...	...	...	...	...	...	...	...	...	...	Garhwal.
...	...	...	...	22 —	21 —	...	...	17 8	17 8	11 —	11 —	Oudh—
28 —	28 —	25 —	25 —	24 —	23 —	26 —	24 —	17 —	17 —	10 12	11 —	Southern—
...	...	...	...	21 —	20 —	25 —	25 —	16 —	16 —	11 —	11 —	Partabgarh.
...	...	...	...	22 —	20 —	29 —	27 —	18 —	17 —	11 —	11 —	Sultanpur.
...	...	25 —	25 —	21 —	20 8	30 —	30 —	18 8	18 —	11 —	11 —	Rae-Bareilly.
...	...	...	...	23 —	23 —	...	...	22 —	16 —	10 8	10 8	Unao.
...	...	...	...	...	...	...	...	...	...	...	...	Lucknow.
...	...	22 —	22 —	21 —	21 —	29 —	19 —	18 —	18 —	11 —	11 —	Hardoi.
...	...	...	...	20 —	19 —	26 —	26 —	19 —	18 8	11 —	11 —	Northern—
45 —	44 5	12 —	12 —	23 8	23 8	29 8	29 8	18 8	18 4	10 8	10 10	Fyzabad.
...	...	17 —	17 —	26 —	25 —	33 —	33 —	21 —	21 —	10 8	10 —	Barabanki.
...	...	...	...	25 —	23 —	38 —	36 —	28 —	22 —	11 —	11 —	Gonda.
...	...	...	...	24 —	22 8	38 —	36 —	28 —	22 —	11 —	11 —	Bahraich.
...	...	...	...	...	...	...	...	...	...	...	...	Sitapur.
...	...	...	...	...	...	...	...	...	...	...	...	Kheri.
...	...	...	...	28 2	26 4	39 1	39 1	35 2	15 10	19 1	19 2	Rajputana—
...	...	...	...	28 12	25 10	32 8	33 12	...	...	7 12	7 13	Eastern—
...	...	13 4	13 4	14 7	14 13	25 12	27 11	11 11	11 11	10 5	10 5	Partabgarh.
...	...	...	...	...	...	...	...	...	...	...	...	Banswara.
...	...	15 —	16 —	22 8	24 —	34 —	35 —	...	...	10 8	10 8	Meywar (Udaipur).
...	...	...	...	14 —	14 —	21 —	21 —	...	...	12 —	12 —	Hilly Tracts of Meywar
...	...	...	...	16 10	16 10	...	...	...	...	12 —	12 —	(Dungarpur).
...	...	9 4	9 8	16 8	16 13	21 2	21 2	...	...	12 4	12 4	Sirohi.
...	...	...	...	15 14	16 8	20 7	20 3	10 4	10 4	12 8	12 8	Erinpura.
...	...	...	...	16 8	16 8	19 8	19 12	10 13	11 10	11 —	11 —	Ajmere.
...	...	...	...	19 10	19 10	26 10	26 9	...	...	12 12	13 8	Abu.
...	...	...	...	23 8	23 4	28 —	29 8	10 —	10 —	10 8	10 8	Kishengarh.
...	...	29 —	29 6	20 15	18 9	42 —	42 10	10 15	10 12	10 4	10 4	Bandi.
...	...	...	...	17 —	16 11	24 8	...	...	...	10 14	10 1	Kotah.
...	...	21 —	21 —	16 8	14 8	19 —	19 8	20 —	20 —	10 —	10 4	Jhallawar.
...	...	23 14	23 12	20 15	23 12	...	...	...	...	12 —	12 —	Tonk.
...	...	20 13	21 6	22 8	22 15	...	...	19 8	22 8	12 —	12 —	Jaipur.
...	...	26 13	26 13	20 9	20 13	30 —	27 4	16 6	16 5	11 4	11 4	Kerauli.
...	...	14 —	14 —	18 14	18 12	21 5	22 4	13 10	13 11	11 8	11 8	Dholpur.
...	...	...	...	20 —	20 —	...	...	24 —	24 —	11 12	11 12	Bhartpur.
...	...	...	...	16 —	17 —	...	...	...	...	12 8	12 8	Alwar.
...	...	...	...	12 —	9 12	17 7	...	12 8	12 8	13 —	13 —	Deoli Cantonment.
...	...	...	...	16 —	16 2	21 6	21 8	10 —	...	14 3	12 —	Nasirabad Cantonment.
...	...	...	...	14 —	14 —	22 —	22 —	8 12	8 8	12 —	12 —	Balmer.
...	...	...	...	...	...	...	...	...	...	11 —	11 —	Anadra.
...	...	...	...	...	...	...	...	...	...	...	...	Shahpura.
...	...	...	...	14 4	14 6	18 6	18 1	9 11	9 13	13 11	13 11	Western—
...	...	...	...	12 —	12 —	...	...	...	...	21 —	21 —	Jodhpur.
...	...	...	...	16 —	16 8	...	...	10 —	10 —	12 —	12 —	Jaisalmer.
...	...	...	...	...	...	...	...	...	...	...	...	Bikaner.
...	...	...	...	19 8	19 4	32 —	32 —	14 —	14 8	11 —	11 —	Central India—
...	...	8 3	31 1	16 7	16 7	24 2	24 7	11 8	11 12	12 —	12 —	Indore.
...	...	...	...	...	...	...	...	9 9	9 —	7 13	8 3	Nimach Cantonment.
...	...	...	...	...	...	...	...	...	...	...	...	Gwalior.
...	...	...	...	...	...	...	...	...	...	...	...	Panjab—
...	...	...	...	...	...	...	...	...	...	...	...	Southern—
...	...	16 —	16 —	22 —	21 —	28 —	28 —	10 —	11 —	11 —	11 —	Hissar.
...	...	...	...	...	...	...	...	...	...	12 8	12 8	Ferozpur.
...	...	...	...	...	...	...	...	...	...	...	...	Central—
...	...	20 —	20 —	20 —	20 —	26 —	27 —	12 —	12 —	13 2	12 12	Lahore.
...	...	19 —	19 —	20 —	21 —	24 —	24 —	...	...	13 8	13 8	Gujranwala.
...	...	8 —	8 —	20 —	20 —	25 —	25 —	...	...	13 —	13 —	Gujrat.
...	...	...	...	19 —	19 —	24 —	24 —	7 —	7 —	13 8	13 8	Jhelam.

\* Not sold.

† Not produced.

‡ Not procurable.

§ Husked.

|| Unhusked.



## RETAIL PRICES FOR THE 1st HALF OF MARCH 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetia spicata).	
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Best sort.		Common.		Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
					Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.				
Panjab—continued.												
South-eastern—												
Gurgaon . . . . .	16 —	16 —	25 —	24 —	...	...	10 —	16 —	22 —	23 —	20 —	19 —
Delhi . . . . .	16 —	16 —	24 —	24 —	...	...	12 —	12 —	22 —	23 —	20 —	20 —
Rohtak . . . . .	16 —	16 —	23 —	22 —	...	...	13 —	13 —	21 —	20 —	20 —	19 —
Karnal . . . . .	18 —	18 —	30 —	29 —	...	...	10 —	10 —	25 —	25 —	20 —	20 —
Submontane—												
Ambala . . . . .	19 —	19 —	24 —	25 —	...	...	10 —	12 —	29 —	29 —	23 —	23 —
Ludhiana . . . . .	20 —	20 —	28 —	27 —	...	...	10 —	10 —	23 —	24 —	21 —	21 —
Jalandhar . . . . .	20 —	21 —	27 —	27 —	...	...	11 —	11 —	24 —	24 —	21 —	21 —
Hoshiarpur . . . . .	20 —	21 —	27 —	27 —	...	...	12 —	12 —	22 —	23 —	18 —	18 —
Gurdaspur . . . . .	20 —	22 —	38 —	39 —	...	...	12 —	12 —	24 —	24 —	†	†
Amritsar . . . . .	18 —	18 —	34 —	33 —	...	...	11 —	11 —	20 —	22 —	21 —	22 —
Sialkot . . . . .	17 —	17 —	30 —	31 —	...	...	14 —	14 —	26 —	27 —	22 —	22 —
Hills—												
Simla . . . . .	14 —	15 —	20 —	21 —	...	...	10 —	10 —	21 —	23 —	15 —	16 —
Kangra . . . . .	19 —	19 —	26 —	26 —	...	...	16 —	16 —	†	†	†	†
Northern—												
Rawalpindi . . . . .	16 —	16 —	26 —	20 —	...	...	10 —	10 —	31 —	29 —	20 —	20 —
Hazara . . . . .	17 —	18 —	29 —	30 —	...	...	12 —	12 —	26 —	29 —	20 —	20 —
Peshawar . . . . .	15 —	15 —	29 —	29 —	...	...	10 —	10 —	32 —	32 —	18 —	18 —
Kohat . . . . .	16 —	16 —	27 —	24 —	...	...	13 —	13 —	†	†	22 —	22 —
Bannu . . . . .	22 —	21 —	33 —	33 —	...	...	14 —	14 —	45 —	41 —	24 —	24 —
Western—												
Shahpur . . . . .	18 —	18 —	24 —	28 —	...	...	10 —	10 —	24 —	22 —	21 —	21 —
Jhang . . . . .	18 —	18 —	25 —	26 —	...	...	12 —	12 —	30 —	29 —	25 —	26 —
Multan . . . . .	16 —	16 —	25 —	26 —	...	...	16 —	16 —	26 —	28 —	23 —	23 —
Montgomery . . . . .	18 —	18 —	26 —	26 —	...	...	12 —	13 —	29 —	28 —	†	†
Dera Ismael Khan . . . . .	19 —	19 —	25 —	23 —	...	...	9 —	9 —	24 —	25 —	23 —	23 —
Muzaffargarh . . . . .	17 —	17 —	22 —	23 —	...	...	15 —	15 —	20 —	20 —	22 —	22 —
Dera Ghazi Khan . . . . .	16 —	15 —	22 —	21 —	...	...	14 —	14 —	23 —	23 —	20 —	20 —
Sind and Baluchistan—												
Karachi . . . . .	13 —	13 —	...	...	8 —	8 —	10 —	10 —	20 —	20 —	18 —	18 —
Hyderabad . . . . .	12 —	12 —	...	...	9 —	9 —	12 —	12 —	20 —	20 —	20 —	20 —
Thar and Parkar (Umarkot) . . . . .	12 —	11 —	...	...	18 —	18 —	19 —	19 —	16 —	16 —	16 —	16 —
Shikarpur . . . . .	15 —	15 —	...	...	8 —	8 —	9 —	9 —	27 —	26 —	23 —	23 —
Upper Sind Frontier . . . . .	13 —	13 —	...	...	10 —	10 —	11 —	11 —	27 8	26 8	25 —	24 8
Quetta . . . . .	13 —	14 —	18 —	17 8	4 —	4 —	8 —	7 —	22 —	22 —	18 —	18 —
Bombay—	15 —	15 —										
Konkan—												
Karwar . . . . .	10 3	10 3	...	...	9 2	9 2	11 2	11 2	15 3	15 3	15 —	15 —
Ratnagiri . . . . .	8 2	8 12	...	...	11 10	13 1	12 13	13 9	11 11	14 15	13 4	15 4
Alibag . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bombay . . . . .	8 7	8 7	...	...	7 10	7 10	10 6	10 6	14 11	14 11	14 9	14 9
Tanna . . . . .	10 15	10 15	...	...	12 —	12 —	12 15	12 15	*	*	16 3	16 3
Deccan—												
Dharwar . . . . .	15 3	15 3	...	...	14 5	14 5	14 13	15 5	24 9	25 8	26 1	26 1
Belgaum . . . . .	15 3	14 3	...	...	13 7	13 7	13 10	13 10	21 13	21 13	21 7	21 7
Satara . . . . .	17 6	15 4	...	...	11 1	11 1	11 10	11 9	22 9	22 9	20 13	20 13
Sholapur . . . . .	16 5	14 14	...	...	11 8	11 8	12 11	12 11	30 13	30 6	23 4	25 —
Bijapur . . . . .	16 7	16 —	...	...	8 5	7 8	12 6	11 10	29 11	29 —	28 3	28 —
Poona . . . . .	11 10	11 10	...	...	9 11	9 11	10 13	10 13	21 14	23 —	18 6	18 6
Khondesh—												
Ahmadnagar . . . . .	13 1	13 1	...	...	10 5	10 5	13 10	13 10	22 —	22 —	20 7	21 15
Nasik . . . . .	14 6	14 6	...	...	8 11	8 11	10 4	10 4	*	*	16 4	16 15
Dhulia . . . . .	12 4	12 4	...	...	7 7	7 7	9 7	9 7	25 14	27 10	20 3	22 1
Gujarat—												
Surat . . . . .	12 —	11 9	...	...	7 6	7 6	8 13	8 13	21 4	20 13	18 1	18 1
Broach . . . . .	12 8	12 8	...	...	8 —	8 —	10 —	10 —	20 —	20 —	16 —	16 —
Kaira . . . . .	14 —	14 —	...	...	8 —	8 —	12 —	12 —	20 —	20 —	16 —	16 —
Baroda Cantonment . . . . .	11 8	11 8	...	...	7 —	7 —	9 —	9 —	20 —	18 —	16 —	16 —
Ahmadabad . . . . .	12 —	12 —	...	...	9 —	9 —	12 —	12 —	18 —	18 —	16 —	16 —
Godhra . . . . .	10 —	10 —	...	...	8 —	8 —	10 8	10 8	...	...	17 —	17 —
Disa Cantonment . . . . .	14 —	13 —	...	...	6 8	6 8	9 —	9 —	20 —	21 —	20 —	20 —
Kothiawar—												
Rajkot . . . . .	16 —	16 —	...	...	6 10	6 10	10 —	10 —	18 8	18 8	15 6	15 6
Central Provinces—												
Western—												
Nimar . . . . .	13 11	12 13	...	...	6 12	6 12	12 8	12 8	27 9	26 9	...	...
Khandwa . . . . .	13 —	12 —	...	...	10 —	10 8	11 8	12 —	28 —	30 —	21 —	21 —
Hoshangabad . . . . .	13 1	12 8	...	...	9 —	9 —	12 11	11 11	22 11	22 11	...	...
Betul . . . . .	16 —	16 —	...	...	12 —	12 —	14 6	14 6	24 —	24 —	...	...
Chhindwara . . . . .	16 —	15 —	...	...	10 —	10 —	13 —	13 —	23 —	23 —	...	...
Nagpur . . . . .	13 12	13 12	...	...	11 4	11 4	15 —	15 —	23 —	23 —	...	...
Wardha . . . . .	13 5	13 5	...	...	7 —	7 —	10 7	10 7	26 14	20 14	...	...

\* Not sold.

† Not produced.

‡ Not procurable.

represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MARUA OR RAGI ( <i>Eleusine coro- cana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer aristinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ABHAR, OR THUR, CADJAN REE ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
†	†	†	†	19 —	18 —	26 —	19 —	15 —	14 —	11 —	11 —	Panjab—continued.
†	†	14 —	14 —	19 —	18 —	24 —	24 —	14 —	14 —	12 —	12 —	
20 —	20 —	10 —	10 —	20 —	19 —	27 —	24 —	16 —	16 —	11 —	11 —	South-eastern—
†	†	12 —	12 —	20 —	20 —	25 —	26 —	18 —	18 —	10 8	10 8	Gurgaon.
†	†	16 —	16 —	20 —	20 —	30 —	30 —	14 —	14 —	12 12	12 12	Delhi.
†	†	17 —	17 —	22 —	22 —	33 —	30 —	10 —	10 —	12 —	12 —	Rohtak.
18 —	18 —	20 —	20 —	21 —	22 —	33 —	34 —	†	†	13 —	13 —	Karnal.
†	†	14 —	14 —	22 —	22 —	29 —	29 —	8 —	8 —	12 12	12 12	Submontane—
†	†	15 —	15 —	22 —	25 —	30 —	31 —	†	†	12 —	12 —	Ambala.
†	†	22 —	23 —	21 —	22 —	30 —	31 —	11 —	†	12 —	12 —	Ludhiana.
†	†	†	†	19 —	20 —	23 —	25 —	†	†	13 12	13 12	Jalandhar.
18 —	18 —	10 —	10 —	14 —	15 —	22 —	24 —	8 —	8 —	9 8	9 8	Hoshiarpur.
†	†	†	†	19 —	19 —	30 —	30 —	12 —	12 —	11 —	11 —	Gurdaspur.
†	†	15 —	15 —	20 —	20 —	24 —	24 —	11 —	11 —	13 —	13 —	Amritsar.
†	†	16 —	16 —	16 —	16 —	24 —	27 —	9 —	9 —	11 8	11 8	Sialkot.
13 —	13 —	20 —	20 —	17 —	17 —	27 —	27 —	13 —	14 —	17 —	18 —	Hills—
†	†	†	†	21 —	21 —	23 —	24 —	†	†	17 14	16 10	Simla.
†	†	8 —	8 —	30 —	28 —	35 —	34 —	11 —	13 —	21 4	21 4	Kangra.
20 —	20 —	21 —	14 —	25 —	24 —	24 —	21 —	†	†	13 —	13 —	Northern—
30 —	30 —	22 —	24 —	18 —	18 —	32 —	30 —	6 —	6 —	12 —	12 —	Rawalpindi.
†	†	†	†	19 —	19 —	29 —	29 —	†	†	12 4	12 4	Hazara.
†	†	†	†	22 —	22 —	28 —	28 —	10 —	12 —	12 8	12 8	Peshawar.
†	†	†	†	25 —	23 —	26 —	26 —	12 —	11 —	16 4	16 8	Kohat.
†	†	†	†	18 —	18 —	†	†	8 —	8 —	12 —	12 —	Bannu.
†	†	†	†	20 —	19 —	†	†	†	†	11 —	11 —	Western—
†	†	†	†	†	†	†	†	†	†	†	†	Shahpur.
†	†	†	†	†	†	†	†	†	†	†	†	Jhang.
†	†	†	†	†	†	†	†	†	†	†	†	Multan.
†	†	†	†	†	†	†	†	†	†	†	†	Montgomery.
†	†	†	†	†	†	†	†	†	†	†	†	Dera Ismael Khan.
†	†	†	†	†	†	†	†	†	†	†	†	Muzaffargarh.
†	†	†	†	†	†	†	†	†	†	†	†	Dera Ghazi Khan.
†	†	†	†	†	†	†	†	†	†	†	†	Sind and Baluchistan—
†	†	†	†	15 —	15 —	†	†	10 —	10 —	13 8	13 8	Karachi.
†	†	†	†	14 8	14 8	†	†	9 —	9 —	12 —	12 —	Hyderabad.
†	†	†	†	8 —	8 —	†	†	†	†	12 —	12 —	Thar and Parkar (Umankot).
†	†	†	†	18 —	17 —	†	†	12 —	12 —	12 —	12 —	Shikarpur.
†	†	†	†	17 8	17 8	†	†	9 —	8 —	11 —	11 —	Upper Sind Frontier.
†	†	6 —	6 —	15 4	14 14	17 —	18 —	8 —	8 —	9 —	9 —	Quetta.
16 3	16 3	†	†	12 8	12 8	†	†	11 4	11 4	10 10	10 10	Bombay—
14 2	14 11	†	†	8 4	12 6	†	†	9 7	10 13	10 6	11 11	Konkan—
†	†	†	†	†	†	†	†	†	†	†	†	Karwar.
11 4	11 4	†	†	13 12	13 12	†	†	10 3	10 3	11 9	11 9	Ratnagiri.
†	†	†	†	14 3	14 3	†	†	11 14	11 14	12 4	12 4	Alibeg.
†	†	†	†	†	†	†	†	†	†	†	†	Bombay.
†	†	†	†	†	†	†	†	†	†	†	†	Tanna.
23 —	24 —	†	†	18 4	18 4	†	†	14 12	14 12	12 —	12 —	Deccan—
†	†	†	†	16 —	16 —	†	†	16 1	15 2	11 9	11 9	Dharwar.
†	†	†	†	17 6	13 12	†	†	15 6	13 13	11 10	11 10	Belgaum.
†	†	†	†	19 6	19 13	†	†	17 8	17 8	11 10	11 10	Satara.
†	†	†	†	19 11	19 10	†	†	14 4	13 10	11 12	11 12	Sholapur.
†	†	†	†	14 15	14 15	†	†	13 1	13 1	11 13	11 13	Bijapur.
†	†	†	†	†	†	†	†	†	†	†	†	Poona.
20 11	20 11	†	†	16 10	16 10	†	†	12 9	12 9	12 6	13 6	Khandesh—
†	†	†	†	17 2	17 2	†	†	12 13	12 13	12 11	12 1	Ahmadnagar.
†	†	†	†	13 3	13 3	†	†	13 11	13 11	11 6	11 6	Nasik.
†	†	†	†	†	†	†	†	†	†	†	†	Dhulia.
†	†	†	†	14 13	14 13	†	†	13 14	13 14	12 —	12 —	Gujarat—
20 —	20 —	†	†	13 8	13 8	†	†	14 8	14 8	13 —	13 —	Surat.
20 —	20 —	†	†	16 —	16 —	†	†	17 —	17 —	12 8	12 8	Broach.
†	†	†	†	15 —	14 6	†	†	14 —	15 —	11 8	11 8	Kaira.
23 —	23 —	†	†	16 —	15 —	†	†	16 —	16 —	13 8	13 8	Baroda Cantonment.
†	†	†	†	16 —	16 —	†	†	11 —	11 —	12 —	12 —	Ahmadabad.
†	†	†	†	16 —	16 —	†	†	12 —	12 —	12 8	12 8	Godhra.
†	†	†	†	†	†	†	†	†	†	†	†	Disa Cantonment.
†	†	†	†	16 11	16 2	†	†	12 —	12 —	81 10	81 10	Kathiawar—
†	†	†	†	†	†	†	†	†	†	†	†	Rajkot.
†	†	†	†	†	†	†	†	†	†	†	†	Central Provinces—
†	†	†	†	17 4	17 4	†	†	14 3	14 3	10 14	10 14	Western—
†	†	†	†	16 —	13 —	†	†	†	†	9 —	9 —	Nimar.
†	†	†	†	22 2	20 9	†	†	12 —	14 6	9 14	9 14	Khandwa.
†	†	†	†	18 —	18 —	†	†	12 —	12 —	8 —	8 —	Hoshangabad.
†	†	†	†	19 —	19 —	†	†	12 —	12 —	8 —	8 —	Betul.
†	†	†	†	18 12	18 12	†	†	18 12	18 12	10 —	10 —	Chhindwara.
†	†	†	†	16 —	16 —	†	†	16 —	16 —	10 11	10 11	Nagpur.
†	†	†	†	†	†	†	†	†	†	†	†	Wardha.

\* Not sold.

† Not produced.

‡ Not procurable.



## RETAIL PRICES FOR THE 1st HALF OF MARCH 1899—concluded. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetia spicata).	
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Best sort.		Common.		Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
					Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.				
Central Provinces—contd.												
Central—												
Narsinghpur . . . . .	12 13	12 13	...	...	12 13	12 13	12 13	12 13	21 5	21 5	...	...
Saug r . . . . .	14 8	13 12	...	...	13 6	13 6	14 2	14 2	24 —	21 13	...	...
Damoh . . . . .	14 —	12 5	...	...	12 5	12 5	14 1	14 1	19 10	19 3	...	...
Jubbulpore . . . . .	15 8	14 —	...	...	12 —	12 —	17 —	17 —	22 —	23 —	...	...
Mandla . . . . .	17 —	17 —	...	...	14 —	14 —	19 —	19 —	...	...	...	...
Seoni . . . . .	19 3	19 3	...	...	9 —	9 8	16 —	16 —	24 5	24 14	...	...
Balaghāt . . . . .	13 8	12 —	...	...	15 —	15 —	20 —	22 8	...	...	...	...
Bhandāra . . . . .	16 4	15 —	...	...	...	...	16 4	16 4	...	...	...	...
Chānda . . . . .	12 9	13 3	...	...	...	...	14 11	16 8	28 1	25 5	...	...
Eastern—												
Bilaspur . . . . .	18 4	18 4	...	...	18 4	16 —	21 5	21 5	...	...	...	...
Raipur . . . . .	17 —	17 8	...	...	12 8	12 —	18 12	18 2	...	...	...	...
Sambalpur . . . . .	16 —	15 8	...	...	13 —	13 —	20 —	20 —	...	...	...	...
Berar—												
Buldāna . . . . .	12 —	11 8	...	...	7 —	7 —	9 —	9 —	34 —	33 —	25 —	25 —
Basim . . . . .	13 14	12 4	...	...	7 —	7 —	12 —	12 —	33 —	33 —	...	...
Akola . . . . .	12 —	11 12	...	...	6 8	6 12	8 —	7 12	30 —	31 8	...	...
Elliehpur . . . . .	11 —	11 —	...	...	6 —	6 —	8 —	8 —	27 —	27 —	20 —	20 —
Amrāoti . . . . .	12 —	12 —	...	...	7 —	7 —	10 —	10 —	30 —	30 —	26 —	26 —
Wun . . . . .	11 —	11 —	...	...	7 —	7 —	8 —	8 —	30 —	30 —	20 —	20 —
Nizam's Territories—												
Secunderabad . . . . .	9 14	9 14	...	...	5 14	5 7	7 2	7 2	19 12	17 8½	19 12	16 10½
Bolkrām . . . . .	10 8	9 15	...	...	5 4	5 4	11 1	11 1	21 7	20 1	...	...
Chadarghāt . . . . .	9 8	9 8	...	...	6 4	6 4	9 12	10 —	22 —	21 4	22 —	23 —
Madras—												
Malabar Coast—												
Malabar . . . . .	...	...	...	...	...	...	12 2	12 2	...	...	...	...
S. Canara . . . . .	...	...	...	...	...	...	13 11	13 11	...	...	...	...
South central—												
Coimbatore . . . . .	...	...	...	...	...	...	11 11	11 5	18 5	18 5	20 11	21 2
Nilgiris . . . . .	...	...	...	...	...	...	8 13	8 13	...	...	...	...
Salem . . . . .	...	...	...	...	...	...	12 3	12 3	20 14	20 8	18 6	18 —
Central—												
Bellary . . . . .	...	...	...	...	...	...	11 14	13 —	29 6	29 14	...	...
Anantapur . . . . .	...	...	...	...	...	...	13 8	13 8	26 5	26 5	...	...
Cuddapah . . . . .	...	...	...	...	...	...	11 10	11 3	24 8	23 11	21 —	21 13
Karnūl . . . . .	...	...	...	...	...	...	11 6	11 6	34 5	32 14	...	...
East Coast, north—												
Ganjam . . . . .	...	...	...	...	...	...	12 —	12 —	...	...	...	...
Vizagapatam . . . . .	...	...	...	...	...	...	12 6	12 6	...	...	23 13	24 13
Godavari . . . . .	...	...	...	...	...	...	12 8	13 —	21 2	23 —	...	...
East Coast, central—												
Kistna . . . . .	...	...	...	...	...	...	15 6	15 6	20 8	16 10	...	...
Nellore . . . . .	...	...	...	...	...	...	21 3	17 —	19 10	18 8	16 14	16 14
East Coast, south—												
Madras . . . . .	...	...	...	...	...	...	12 8	11 11	18 6	13 11	...	...
Chingleput . . . . .	...	...	...	...	...	...	14 5	14 5	...	...	...	...
N. Arcot . . . . .	...	...	...	...	...	...	17 —	17 —	...	19 2	...	17 8
S. Arcot . . . . .	...	...	...	...	...	...	14 —	14 —	...	...	20 13	21 10
Tanjore . . . . .	...	...	...	...	...	...	13 13	13 13	...	...	24 11	25 3
Trichinopoly . . . . .	...	...	...	...	...	...	13 6	13 8	17 8	17 8	20 14	21 10
Southern—												
Tinnevely . . . . .	...	...	...	...	...	...	12 2	12 6	14 5	14 5	12 11	12 11
Madura . . . . .	...	...	...	...	...	...	13 2	13 8	17 13	17 13	17 10	...
Mysore—												
Mysore . . . . .	11 —	11 —	...	...	10 8	9 12	11 —	10 12	...	...	...	...
Bangalore . . . . .	10 8	10 8	10 —	10 —	8 8	8 —	10 —	10 —	24 8	24 8	...	...
Kolar . . . . .	8 —	8 —	6 —	6 —	8 —	8 —	10 —	10 —	...	...	...	...
Tumkur . . . . .	11 —	10 8	...	...	10 —	9 8	11 —	11 —	...	...	...	...
Hasan . . . . .	10 —	10 —	9 —	9 —	10 —	10 —	11 —	11 —	...	...	...	...
Kadur . . . . .	10 —	8 —	11 —	10 —	11 —	11 —	14 —	14 —	25 —	25 —	...	...
Shimoga . . . . .	11 9	12 10	...	13 10	8 6	8 6	13 2	13 10	28 6	31 8	...	...
Chitaldrug . . . . .	12 —	12 —	12 —	12 —	12 —	12 —	13 —	13 —	38 —	36 —	20 —	20 —
Coorg—												
Coorg . . . . .	7 —	7 8	7 —	7 8	7 8	10 —	13 8	13 8	...	...	...	...
Aden . . . . .												
Aden . . . . .	7 13	7 13	...	...	6 4	6 12	7 7	7 5	13 2	13 3	8 12	7 —

\* Not sold.

represent the number of sers (of 80 tolas), and chittucks sold for one rupee.)

MABUA OR RAGI ( <i>Eleusine cor- cana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer aristinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, DADHAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	18 4	18 4	...	...	16 —	16 —	9 2	9 2	Central Pro inces—contd.
...	...	...	...	20 10	19 —	...	...	13 —	13 —	10 11	10 11	Central—
...	...	...	...	25 —	20 —	...	...	11 12	12 12	9 2	9 2	Narsinghpur.
...	...	...	...	23 —	22 —	...	...	15 —	15 —	9 8	9 8	Saugor.
...	...	...	...	32 —	30 —	...	...	16 —	16 —	9 8	9 8	Damoh.
...	...	...	...	21 —	21 —	...	...	13 1	13 —	9 10	9 10	Jubbulpore.
...	...	...	...	20 —	18 —	...	...	12 —	13 —	9 —	9 —	Mandla.
...	...	...	...	22 —	22 —	...	...	16 4	15 —	9 8	9 8	Seoni.
...	...	...	...	14 18	16 18	...	...	14 2	14 2	9 —	9 —	Balaghat.
...	...	...	...	21 5	21 5	...	...	18 4	18 4	8 —	9 2	Bhandara.
...	...	...	...	22 —	22 —	...	...	18 —	18 —	9 —	9 —	Chanda.
...	...	...	...	20 —	19 —	...	...	14 —	14 —	10 8	10 8	Eastern—
...	...	...	...	...	...	...	...	...	...	...	...	Bilaspur.
...	...	...	...	...	...	...	...	...	...	...	...	Raipur.
...	...	...	...	...	...	...	...	...	...	...	...	Sambalpur.
...	...	...	...	19 —	18 —	...	...	13 —	13 —	10 8	10 8	Berar—
...	...	...	...	19 8	19 —	...	...	13 8	13 8	9 —	9 —	Baldana.
...	...	...	...	16 —	16 12	...	...	12 —	13 4	11 4	12 —	Basim.
...	...	...	...	16 —	17 —	...	...	20 —	20 —	10 —	10 —	Akola.
...	...	...	...	16 —	16 —	...	...	16 —	16 —	11 —	11 —	Ellichpur.
...	...	...	...	16 —	16 —	...	...	21 —	21 —	9 8	9 8	Amratoti.
...	...	...	...	...	...	...	...	...	...	...	...	Wun.
21 —	18 8	*	*	13 14	13 14	*	*	12 2	9 14	9 24	9 24	Nizam's Territories—
*	*	*	*	14 4	16 2	*	*	...	*	8 12	8 12	Secunderabad.
...	...	...	...	15 —	16 4	...	...	13 12	13 12	8 12	8 12	Bolaram.
...	...	...	...	...	...	...	...	...	...	...	...	Chadarghat.
...	...	...	...	...	...	...	...	...	...	13 13	12 14	Madras—
...	...	...	...	...	...	...	...	...	...	11 14	11 13	Malabar Coast—
...	...	...	...	...	...	...	...	...	...	...	...	Malabar.
...	...	...	...	...	...	...	...	...	...	...	...	S. Canara.
18 14	18 14	...	...	...	...	...	...	...	...	11 8	11 8	South, central—
22 8	21 13	...	...	...	...	...	...	...	...	10 10	10 10	Cimbatore.
...	...	...	...	...	...	...	...	...	...	11 5	11 5	Nilgiris.
...	...	...	...	...	...	...	...	...	...	...	...	Salem.
31 —	31 —	...	...	...	...	...	...	...	...	{ 11 13	{ 11 13	Central—
27 3	27 3	...	...	...	...	...	...	...	...	{ 13 3	{ 13 3	Bellary.
27 —	25 8	...	...	...	...	...	...	...	...	11 8	11 8	Anantapur.
20 10	18 2	...	...	...	...	...	...	...	...	12 3	12 3	Cuddapah.
...	...	...	...	...	...	...	...	...	...	11 5	10 2	Kannul.
20 11	20 11	...	...	...	...	...	...	...	...	10 —	10 —	East Coast, north—
22 11	22 11	...	...	...	...	...	...	...	...	12 —	12 —	Ganjum.
21 13	23 10	...	...	...	...	...	...	...	...	12 2	12 2	Vinagapatam.
...	...	...	...	...	...	...	...	...	...	...	...	Godavari.
28 5	28 5	...	...	...	...	...	...	...	...	13 3	13 3	East Coast, central—
22 2	22 2	...	...	...	...	...	...	...	...	12 13	12 13	Kistna.
...	...	...	...	...	...	...	...	...	...	...	...	Nellore.
20 10	19 8	...	...	...	...	...	...	...	...	12 14	12 8	East Coast, south—
19 3	16 6	...	...	...	...	...	...	...	...	13 5	13 5	Madras.
23 11	24 10	...	...	...	...	...	...	...	...	12 2	12 2	Chingleput.
19 14	20 11	...	...	...	...	...	...	...	...	13 3	13 3	N. Arcot.
25 11	26 11	...	...	...	...	...	...	...	...	12 14	12 14	S. Arcot.
21 —	23 10	...	...	...	...	...	...	...	...	12 —	12 —	Tanjore.
...	...	...	...	...	...	...	...	...	...	...	...	Trichinopoly.
19 14	20 10	...	...	...	...	...	...	...	...	14 5	13 13	Southern—
21 11	21 11	...	...	...	...	...	...	...	...	13 2	13 2	Tinnevely.
...	...	...	...	...	...	...	...	...	...	...	...	Madura.
22 —	18 —	...	...	11 12	10 12	...	...	9 —	8 4	11 —	10 4	Mysore—
29 3	24 8	...	...	12 —	12 8	...	...	10 —	8 8	10 8	10 8	Mysore.
32 —	25 —	...	...	10 —	10 —	...	...	10 —	9 —	9 —	9 —	Bangalore.
32 —	32 —	...	...	10 —	10 —	...	...	10 —	9 —	9 8	9 —	Kolar.
24 —	24 —	...	...	12 —	14 —	...	...	10 —	3 —	10 —	10 —	Tumkur.
25 —	25 —	...	...	16 —	13 —	...	...	11 —	11 —	10 —	10 —	Hassan.
36 12	32 9	...	...	14 11	14 11	...	...	12 10	11 9	11 —	11 —	Kadur.
40 —	35 —	30 —	30 —	19 —	10 —	...	...	14 —	12 —	9 —	9 —	Shimoga.
...	...	...	...	...	...	...	...	...	...	...	...	Chitaldrug.
26 —	26 8	...	...	24 —	25 8	...	...	9 8	7 8	10 8	11 —	Coorg—
*	*	...	...	12 10	11 10	...	...	8 10	9 2	32 —	32 —	Coorg.
...	...	...	...	...	...	...	...	...	...	...	...	Aden.

\* Not gold.

J. E. O'CONOR,  
Director-General of Statistics.FINANCE AND COMMERCE DEPARTMENT  
April 21, 1899.J. F. FINLAY,  
Secretary to the Government of India.



GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

IMPORTS OF COTTON, WHEAT, LINSEED, AND INDIGO.

*Statement of the Quantity (in hundredweight) of Cotton, Wheat, Linseed, and Indigo imported by rail and river  
January to 28th February 1899, compared with the*

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.
<b>Imports in February.</b>												
<b>COTTON</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	10,879	4,635	2,842	...	...	...	...	...	...	10,879	4,635	2,842
N.-W. P. & Oudh . . .	48,075	40,363	53,651	30,130	36,241	60,467	...	...	...	78,205	76,609	114,118
Panjab . . . . .	4,823	8,541	11,156	6,539	18,176	11,528	62,078	64,433	43,245	73,440	91,150	65,029
Cent. Provs. . . . .	4,166	3,059	1,284	55,861	73,285	103,689	...	...	...	60,027	76,344	104,071
Bombay . . . . .	...	...	...	299,309	261,113	402,335	...	...	...	299,309	261,113	402,335
Sind . . . . .	...	...	...	...	...	...	16,554	19,022	33,295	16,554	19,022	33,295
Madras . . . . .	...	...	...	...	...	392	...	...	...	...	...	392
Berar . . . . .	12,238	17,041	17,628	205,125	287,881	410,434	...	...	...	217,363	304,022	428,062
Assam . . . . .	2,210	825	...	...	...	...	...	...	...	2,210	825	...
Raj. & C. I. . . . .	6,389	4,627	8,879	95,128	55,085	112,840	...	...	...	101,517	59,712	121,738
Nizam's Terr. . . . .	...	...	...	...	...	196	...	...	...	...	...	196
Mysore . . . . .	...	...	...	90	...	...	...	...	...	90	...	...
<b>TOTAL</b> . . . . .	88,780	79,096	95,440	692,182	731,781	1,101,890	78,632	83,455	76,540	859,594	894,332	1,273,870
<i>By Sea—</i>												
Bengal . . . . .	1,413	2,295	2,612	...	...	...	...	...	...	1,413	2,295	2,612
Bombay . . . . .	8,256	3,040	4,176	7	771	2,500	...	...	...	8,263	3,811	6,496
Sind . . . . .	...	...	...	2,868	6,534	569	...	...	...	2,868	6,534	569
Madras . . . . .	...	...	...	1	13	1,073	...	...	...	1	13	4,335
Burma . . . . .	290	1,030	5,983	...	...	...	...	...	...	290	1,030	5,983
Non-Br. Ports in India	...	...	...	66,023	17,239	155,410	...	...	...	66,028	17,239	155,410
Foreign countries . . .	23	455	11	4,954	9,110	2,744	...	...	...	4,977	9,505	2,755
<b>TOTAL</b> . . . . .	9,982	6,820	16,244	73,858	33,667	162,296	...	...	...	83,840	40,487	178,540
<b>TOTAL OF IMPORTS</b> . .	98,762	85,916	111,684	766,040	765,448	1,264,186	78,632	83,455	76,540	943,434	934,819	1,452,410

**Imports in January and February.**

<b>COTTON</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	16,126	6,445	4,607	...	...	...	...	...	...	16,126	6,445	4,607
N.-W. P. & Oudh . . .	93,156	65,319	114,563	75,812	106,846	143,864	...	...	...	168,068	172,165	238,427
Panjab . . . . .	7,966	12,626	17,058	14,254	37,048	23,410	121,615	131,072	90,163	143,835	180,746	130,631
Cent. Provs. . . . .	8,382	3,918	4,417	114,823	123,284	198,777	...	...	...	123,210	127,202	203,194
Bombay . . . . .	...	...	...	517,422	505,366	745,447	...	...	...	517,422	505,366	745,447
Sind . . . . .	...	...	...	...	...	...	37,885	35,627	69,145	37,885	35,627	69,145
Madras . . . . .	...	...	...	...	...	2,106	...	...	...	...	...	2,106
Berar . . . . .	16,904	23,609	31,615	415,866	474,121	773,875	...	...	...	432,770	497,730	805,400
Assam . . . . .	2,812	2,125	...	...	...	...	...	...	...	2,812	2,125	...
Raj. & C. I. . . . .	8,527	5,373	11,779	165,560	86,285	184,873	...	...	...	173,887	91,658	196,658
Nizam's Terr. . . . .	...	...	...	...	...	1,134	...	...	...	...	...	1,134
Mysore . . . . .	...	...	...	90	...	...	...	...	...	90	...	...
<b>TOTAL</b> . . . . .	153,673	119,415	184,039	1,303,832	1,332,950	2,073,486	159,500	166,699	159,308	1,617,005	1,619,064	2,416,833
<i>By Sea—</i>												
Bengal . . . . .	2,060	3,511	3,132	...	...	...	...	...	...	2,060	3,511	3,132
Bombay . . . . .	19,377	7,599	11,244	816	1,197	4,159	...	...	...	20,193	8,796	15,401
Sind . . . . .	...	...	...	5,546	21,455	1,163	...	...	...	5,546	21,455	1,163
Madras . . . . .	...	1,471	7,650	1	283	1,341	...	...	...	1	1,754	8,991
Burma . . . . .	540	2,494	11,187	...	...	17	...	...	...	540	2,494	11,204
Non-Br. Ports in India	...	...	...	80,183	29,338	264,931	...	...	...	80,183	29,338	264,931
Foreign countries . . .	123	455	11	10,740	11,547	6,196	...	...	...	10,863	12,002	6,207
<b>TOTAL</b> . . . . .	22,100	15,530	33,224	97,286	63,820	278,107	...	...	...	119,386	70,350	311,331
<b>TOTAL OF IMPORTS</b> . .	175,773	134,945	217,263	1,401,118	1,396,770	2,351,593	159,500	166,699	159,308	1,736,391	1,689,414	2,728,164

and by sea into Calcutta, the City of Bombay, and Karachi, during the month of February 1899, and from 1st corresponding periods of the years 1897 and 1898.

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.
<b>Imports in February.</b>												
<b>WHEAT</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	5,199	3,859	36,854	...	...	6	...	...	...	5,199	3,859	36,860
N.-W. P. & Oudh . . . . .	4,025	153,905	188,844	...	8,851	20,918	...	...	15,435	4,025	167,750	225,197
Panjab . . . . .	...	403	1,113	...	1,694	30,725	14,077	248,407	319,594	14,077	250,504	351,432
Cent. Provs. . . . .	3,177	67	...	11,361	4,246	10,135	...	...	...	14,538	4,313	10,135
Bombay . . . . .	...	...	...	21,569	56,075	146,460	...	...	...	21,569	56,075	146,460
Sind . . . . .	...	...	...	...	...	...	28,912	69,178	83,705	28,912	69,178	83,705
Madras . . . . .	...	...	...	...	18	...	...	...	...	...	18	...
Berar . . . . .	...	...	...	150	...	...	...	...	...	150	...	...
Assam . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I. . . . .	...	...	...	11,866	1,782	8,620	...	...	2	11,866	1,782	8,622
Nizam's Terr. . . . .	...	...	...	...	...	22	...	...	...	...	...	22
Mysore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b> . . . . .	12,401	163,234	226,811	44,946	72,666	216,886	42,989	317,585	418,736	100,336	553,485	862,438
<i>By Sea—</i>												
Bengal . . . . .	...	...	...	7	15	...	...	...	...	7	15	...
Bombay . . . . .	...	...	...	...	...	2,957	...	...	...	...	...	2,957
Sind . . . . .	...	...	...	57,585	47,473	23,946	...	...	...	57,585	47,473	23,946
Madras . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Burma . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India . . . . .	...	...	...	28	65	23,279	...	...	...	28	65	23,279
Foreign countries . . . . .	82,152	...	...	2,091	22	3	1,067	...	...	85,310	22	3
<b>TOTAL</b> . . . . .	82,152	...	...	59,711	47,575	50,185	1,067	...	...	142,930	47,575	80,185
<b>TOTAL OF IMPORTS</b> . . . . .	94,553	163,234	226,811	104,657	120,241	267,071	44,056	317,585	418,736	243,266	601,060	912,618

## Imports in January and February.

<b>WHEAT</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	21,298	9,014	89,240	...	...	6	...	...	...	21,298	9,014	89,240
N.-W. P. & Oudh . . . . .	29,098	297,293	439,198	...	15,349	62,506	...	...	59,106	29,698	312,642	566,810
Panjab . . . . .	1,194	5,915	1,369	...	8,631	60,848	23,581	389,685	740,832	24,775	404,231	801,049
Cent. Provs. . . . .	19,302	67	...	11,377	5,598	27,095	...	...	...	30,679	5,603	27,895
Bombay . . . . .	...	...	...	34,799	59,610	192,631	...	...	...	34,799	59,610	192,631
Sind . . . . .	...	...	...	...	...	...	35,892	169,051	190,594	35,892	169,051	190,594
Madras . . . . .	...	...	...	...	18	...	...	...	...	...	18	...
Berar . . . . .	...	...	...	150	...	...	...	...	...	150	...	...
Assam . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I. . . . .	277	...	...	12,368	7,795	25,827	...	...	2	12,645	7,795	25,829
Nizam's Terr. . . . .	...	...	...	...	...	87	...	...	...	...	...	87
Mysore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b> . . . . .	71,769	312,289	529,807	58,694	97,001	369,800	60,473	558,736	990,534	190,936	968,026	1,890,141
<i>By Sea—</i>												
Bengal . . . . .	...	...	...	7	15	...	...	...	...	7	15	...
Bombay . . . . .	...	...	...	...	4	5,411	...	2	...	...	6	5,411
Sind . . . . .	...	...	...	69,202	146,991	29,657	...	...	...	69,202	146,991	29,657
Madras . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Burma . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India . . . . .	...	...	...	28	70	35,733	...	...	...	28	70	35,733
Foreign countries . . . . .	82,152	...	...	6,546	22	3	1,067	...	...	89,765	22	3
<b>TOTAL</b> . . . . .	82,152	...	...	75,783	147,102	70,804	1,067	2	...	159,002	147,104	70,804
<b>TOTAL OF IMPORTS</b> . . . . .	153,921	312,289	529,807	134,477	244,103	440,604	61,540	558,738	990,534	349,938	1,115,130	1,060,945



*Statement of the Quantity (in hundredweight) of Cotton, Wheat, Linseed, and Indigo imported by rail and river  
1st January to 28th February 1899, compared with the*

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.
<b>Imports in February.</b>												
<b>LINSEED</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	23,260	113,813	73,216	...	...	...	...	...	...	23,260	113,813	73,216
N.-W. P. & Oudh . . . . .	10,949	27,037	47,024	25	1,231	932	...	...	...	10,974	28,318	47,996
Panjab . . . . .	...	...	...	...	...	...	...	...	18	...	...	18
Cent. Provs. . . . .	...	1,870	2,200	2,132	13,054	35,049	...	...	...	2,132	15,824	27,249
Bombay . . . . .	...	...	...	4,837	55,014	107,384	...	...	...	4,837	55,014	107,384
Sind . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Madras . . . . .	...	...	...	...	4,498	4,986	...	...	...	...	4,498	4,986
Berar . . . . .	...	...	...	1,520	27,825	39,452	...	...	...	1,520	27,825	39,452
Assam . . . . .	...	...	29	...	...	...	...	...	...	...	...	99
Raj. & C. I. . . . .	...	...	...	486	2,520	5,921	...	...	...	486	2,529	5,921
Nizam's Terr. . . . .	...	...	...	5,283	23,132	66,598	...	...	...	5,283	23,132	66,598
Mysore . . . . .	...	...	...	...	...	4	...	...	...	...	...	4
<b>TOTAL</b>	<b>34,209</b>	<b>142,770</b>	<b>122,469</b>	<b>14,283</b>	<b>128,183</b>	<b>260,326</b>	...	...	<b>18</b>	<b>48,492</b>	<b>270,953</b>	<b>382,813</b>
<i>By Sea—</i>												
Bengal . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bombay . . . . .	...	...	...	...	18	685	...	...	...	...	18	685
Sind . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Madras . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Burma . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India	...	...	...	...	...	3,186	...	...	...	...	...	3,186
Foreign countries . . . . .	...	...	...	55	160	241	...	...	...	55	160	241
<b>TOTAL</b>	...	...	...	<b>55</b>	<b>178</b>	<b>4,112</b>	...	...	...	<b>55</b>	<b>178</b>	<b>4,112</b>
<b>TOTAL OF IMPORTS</b>	<b>34,209</b>	<b>142,770</b>	<b>122,469</b>	<b>14,338</b>	<b>128,361</b>	<b>264,438</b>	...	...	<b>18</b>	<b>48,547</b>	<b>271,131</b>	<b>386,925</b>
<b>Imports in January and February.</b>												
<b>LINSEED</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	86,664	206,503	231,586	...	...	...	...	...	...	86,664	206,503	231,586
N.-W. P. & Oudh . . . . .	17,385	51,804	108,574	25	1,466	3,844	...	...	...	17,410	53,270	112,418
Panjab . . . . .	...	...	...	...	...	...	...	...	442	...	...	442
Cent. Provs. . . . .	433	1,890	7,050	4,542	31,543	59,034	...	...	...	4,975	33,433	66,084
Bombay . . . . .	...	...	...	14,022	87,716	155,166	...	...	...	14,022	87,716	155,166
Sind . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Madras . . . . .	...	...	...	...	4,498	6,363	...	...	...	...	4,498	6,363
Berar . . . . .	...	...	...	3,392	52,009	45,979	...	...	...	3,392	52,009	45,979
Assam . . . . .	...	...	415	...	...	...	...	...	...	438	...	415
Raj. & C. I. . . . .	438	...	990	893	4,558	13,339	...	...	...	893	4,558	14,333
Nizam's Terr. . . . .	...	...	...	9,323	35,617	79,340	...	...	...	9,323	35,617	79,340
Mysore . . . . .	...	...	...	...	...	4	...	...	...	...	...	4
<b>TOTAL</b>	<b>104,920</b>	<b>260,197</b>	<b>348,615</b>	<b>32,197</b>	<b>218,007</b>	<b>363,069</b>	...	...	<b>442</b>	<b>137,117</b>	<b>478,204</b>	<b>712,126</b>
<i>By Sea—</i>												
Bengal . . . . .	...	...	48	...	...	...	...	...	...	...	...	48
Bombay . . . . .	...	...	...	...	18	931	...	12	...	...	30	931
Sind . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Madras . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Burma . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India	...	...	...	...	56	4,761	...	...	...	...	56	4,761
Foreign countries . . . . .	...	...	...	125	835	380	...	...	4	135	835	384
<b>TOTAL</b>	...	...	<b>48</b>	<b>135</b>	<b>909</b>	<b>6,072</b>	...	<b>12</b>	<b>4</b>	<b>135</b>	<b>921</b>	<b>6,124</b>
<b>TOTAL OF IMPORTS</b>	<b>104,920</b>	<b>260,197</b>	<b>348,663</b>	<b>32,332</b>	<b>218,916</b>	<b>369,141</b>	...	<b>12</b>	<b>446</b>	<b>137,252</b>	<b>479,125</b>	<b>718,250</b>

and by sea into Calcutta, the City of Bombay, and Karachi, during the month of February 1899, and from corresponding periods of the years 1897 and 1898—contd.

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.
<b>Imports in February.</b>												
<b>INDIGO</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	5,287	1,416	2,450	...	...	...	...	...	...	5,287	1,416	2,450
N.-W. P. & Oudh . . .	459	323	561	...	...	24	...	...	...	459	323	561
Panjab . . . . .	308	...	...	...	...	...	68	84	928	376	84	928
Cent. Provs. . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bombay . . . . .	...	...	...	57	90	87	...	...	...	57	90	87
Sind . . . . .	...	...	...	...	...	...	99	426	144	99	426	144
Madras . . . . .	...	...	...	...	17	90	...	...	...	...	17	90
Barar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Assam . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I. . . . .	...	...	1	...	...	...	...	...	...	...	...	1
Nizam's Terr. . . . .	...	...	...	15	81	...	...	...	...	15	81	...
Mysore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b> . . . . .	6,054	1,739	3,012	72	188	207	167	510	1,072	6,293	2,437	4,291
<i>By Sea—</i>												
Bengal . . . . .	...	30	...	...	...	30	...	...	...	...	30	30
Bombay . . . . .	...	...	...	...	...	...	109	...	...	109	...	...
Sind . . . . .	...	...	...	...	37	331	...	...	...	...	37	331
Madras . . . . .	...	5	...	...	...	...	...	...	...	...	5	...
Burma . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India	...	...	...	...	...	...	...	...	...	...	...	...
Foreign countries . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b> . . . . .	...	35	...	...	37	361	109	...	...	109	72	361
<b>TOTAL OF IMPORTS</b> . .	6,054	1,774	3,012	72	225	568	276	510	1,072	6,402	2,509	4,652

## Imports in January and February.


<b>INDIGO</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	15,810	8,033	15,735	...	...	...	...	...	...	15,810	8,033	15,735
N.-W. P. & Oudh . . .	2,756	4,285	2,351	...	...	24	...	...	...	2,756	4,285	2,351
Panjab . . . . .	308	...	...	...	...	...	68	641	1,162	376	641	1,162
Cent. Provs. . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bombay . . . . .	...	...	...	104	578	232	...	...	...	104	578	232
Sind . . . . .	...	...	...	...	...	...	560	728	503	560	728	503
Madras . . . . .	...	...	...	...	152	195	...	...	...	...	152	195
Barar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Assam . . . . .	...	...	1	...	...	...	...	...	...	...	...	1
Raj. & C. I. . . . .	...	...	...	25	160	14	...	...	...	25	160	14
Nizam's Terr. . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Mysore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b> . . . . .	18,874	12,318	18,087	129	890	465	628	1,369	1,665	19,631	14,577	20,217
<i>By Sea—</i>												
Bengal . . . . .	...	30	...	...	10	63	...	...	...	...	40	63
Bombay . . . . .	...	...	...	...	...	...	166	...	...	166	...	...
Sind . . . . .	...	...	...	10	636	469	...	...	...	10	636	469
Madras . . . . .	...	5	...	...	35	...	...	...	...	...	40	...
Burma . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India	...	...	...	...	...	...	...	3	...	...	...	3
Foreign countries . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b> . . . . .	...	35	...	10	681	532	166	...	3	176	716	535
<b>TOTAL OF IMPORTS</b> . .	18,874	12,353	18,087	139	1,571	997	794	1,369	1,668	19,807	15,293	20,752

J. E. O'CONOR,  
Director-General of Statistics.

T. W. HOLDERNESS,  
Secretary to the Government of India.

Calcutta, the 22nd April 1899.



 Continuation Sheets of Supplement to the Gazette of India published at Calcutta.

GOVERNMENT OF INDIA.  
HOME DEPARTMENT.

USE OF CHURCHES CONSECRATED FOR THE SERVICES OF THE CHURCH OF  
ENGLAND FOR THE SERVICES OF PRESBYTERIANS AND WESLEYANS.

NOS. 146—161.

*Extract from the Proceedings of the Government of India in the Home Department (Ecclesiastical),—under date Simla, the 20th April, 1899.*

Read—

The Resolution of the Government of India in the Home Department, Nos. 271—86, dated the 17th June 1898, regarding the use by other denominations of churches consecrated for the services of the Church of England.

RESOLUTION.

The Governor General in Council is pleased to prescribe the following rules to regulate the use of churches consecrated for the service of the Church of England for the services of other denominations in supersession of the rules contained in the Resolution of the Government of India read in the preamble :

- (1) A Church provided by Government and consecrated for the services of the Church of England may be used for the services of Presbyterians and Wesleyans.
- (2) The use of the Church shall be permissible both to Scotch Chaplains on the regular establishment and to Presbyterian and Wesleyan Ministers officiating with troops.
- (3) It shall be necessary to obtain the consent of the Bishop of the Diocese in each case.
- (4) The Bishop, or the Church of England Chaplain, or Clergyman of the Church of England performing the duties of Chaplain, shall, under the Bishop's instructions fix the hours at which the Church shall be made available to the Presbyterian, or Wesleyan congregations.
- (5) The care of the Church and Church furniture and the expenditure and control of the Church establishment shall remain exclusively in the hands of the Chaplain or Clergyman of the Church of England performing the duties of Chaplain.
- (6) The Bishop of the Diocese may withdraw his assent to use the Church for the worship of any congregation other than that of the Church of England whenever he shall think fit.
- (7) If in any case dissatisfaction is felt with any order passed under these rules either as to the use of a Church by a congregation not belonging to the Church of England or as to the hour at which it is made available for the use of such congregation, the Senior Chaplain of the Church of Scotland or the General Superintendent of the Wesleyan Church, as the case may be, may bring the matter before the Lieutenant-General of the Command, through the General Officer Commanding the District; and the Lieutenant-General shall then, if he considers this necessary, communicate with the Bishop in order, if possible, to arrange the matter with him. Should the Senior Chaplain of the Church of Scotland or the General Superintendent of the Wesleyan Church, as the case may be, be dissatisfied with the arrangement made between the Lieutenant-General of the Command and the Bishop, he shall be at liberty to ask the Lieutenant-General that the matter may be referred for final decision to the Metropolitan.

ORDER.—Ordered, that this Resolution be communicated to Local Governments and Administrations, the Most Reverend the Metropolitan, the Senior Chaplain of the Church of Scotland, Calcutta, the General Superintendent of the Wesleyan Church and the Foreign and Military Departments.

Ordered, also, that it be published in the *Gazette of India*.

[True Extract.]

A. H. L. FRASER,

*Offg. Secretary to the Government of India.*

A



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

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Weather Review of India for the Week ending at 8 a.m. on  
Saturday, April 15th, 1899.

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The general conditions of weather have been unusual and irregular during the week under review. Pressure has been high over North-East India and relatively high along the foot of the Himalayas, while it has been low over the Western desert and over Ceylon and the south of the Peninsula. As a result, conditions have been favourable for easterly winds over a large part of India, and moist winds from easterly directions have prevailed over a considerable part of the country instead of the dry westerly winds which are usual at this season of the year. As a consequence, the weather has been much more unsettled than usual, and thunderstorms giving rain and hail have been very widespread, but have been particularly frequent over Upper Burma, Assam and Bengal, over the Punjab and the North-West Himalayas and over the southern half of the Peninsula. Accompanying the rainfall over North-East India and the Peninsula there has been very cool weather, but over North-West India the thunderstorms were too light and too local to largely affect temperature, which during the week in these regions has been generally excessive.

**Daily Summary.**—*Sunday, April 9th.*—The barometer had fallen almost everywhere, and the depression, which was noticed over the western desert at the close of the preceding week, had commenced an eastward movement down the Gangetic Plain. It was central near Agra where pressure was largely below the normal. Pressure was highest and slightly to moderately above the normal over Burma and North-East India. The winds were irregularly cyclonic over North-West India and southerly and south-easterly over the Peninsula and Lower Bengal, while along the foot of the hills in Bengal and the North-West Provinces the direction was easterly. The weather was unsettled and cloudy. Thunder and dust storms had occasioned rain over parts of Burma, Assam, Bengal, the North-West Himalayas, Malabar, the east of the Central Provinces and Madras. Generally the rainfall had been moderate or light. The mean temperature was low over Assam and Bengal, about normal over South Madras and higher than usual elsewhere.

*Monday, April 10th.*—The lowest pressures had been re-transferred westward, and the depression was again shown over the Western desert. Pressure remained highest over Burma, Assam and Bengal, and, while the barometer read 0.091 inch higher than usual at Sibsagar, it read 0.152 inch lower than usual at Multan and Deesa. The winds generally were little changed, but the easterly current in Northern India had increased and extended, and easterly and south-easterly winds blew from Central Bengal to the Punjab. The weather had been fairly fine, though here and there disturbed by thundershowers, over the Peninsula and the central parts of the country, but over Northern India and Burma showers had been remarkably prevalent. The mean temperature was falling almost everywhere, and the areas of deficient temperature over North-East India and over the south of the Peninsula were both increasing in extent and intensity. In North-West and Central India and part of Burma the heat still remained excessive.

*Tuesday, April 11th.*—Pressure had changed irregularly. The barometer continued to read unusually high in North-East India and unusually low in North-West India, so that conditions, favourable for easterly winds over Northern India, continued, and winds from easterly directions prevailed from Bengal to the Punjab. South-easterly winds prevailed over the Peninsula and variable winds over Lower Bengal. The weather had cleared, and the rainfall become lighter and less extensive over North-West India, but over Burma, Assam and Bengal rain had continued both general and heavy, and fair showers had been received over

the south of the Peninsula and some central districts. The area of deficient temperature continued to extend, and mean temperatures exceeding the normal were only reported from the extreme north-west of India and the Madras Coast districts. In Bengal the weather was remarkably cool. The following variations from the normal explain the general distribution of temperature relatively to the normal: Patna  $-15.2^{\circ}$ , Berhampore  $-14.0^{\circ}$ , Jacobabad  $+8.2^{\circ}$ , Madras  $+1.6^{\circ}$  and Madura  $-5.5^{\circ}$ .

*Wednesday, April 12th.*—Pressure continued to change irregularly. Pressure remained highest and higher than usual over Assam and Upper Burma and lowest and lower than usual over the Western desert, so that the general conditions were unaltered, and easterly and south-easterly winds continued over North and West Bengal and up the Gangetic Plain. In North-West India squally cyclonic winds prevailed around the depression over the Western desert, while south-easterly or variable winds were reported over the Peninsula. Thunder and dust storms had continued to give rain over North-East and North-West India, the southern half of the Peninsula and the east of the Central Provinces. In the North-West Provinces, the central parts of India (except the east) and the northern half of the Peninsula the weather was fine, but elsewhere it was more or less disturbed. The weather was remarkably cool over North-East India and the east and south of the Peninsula, while the heat was excessive over the north-western and central parts of the country.

*Thursday, April 13th.*—Pressure had risen over Northern India and had been nearly steady over Burma and the Peninsula. The storm in the north-west had become shallower and more diffused, but, on the contrary, the high pressure area in the north-east had become more strongly marked. Easterly winds continued from Central Bengal to the Punjab, but the cyclonic circulation in the north-west had died down. South-easterly and variable winds continued over the Peninsula. The weather remained unsettled and disturbed with dust and thunder storms over Northern India and the south of the Peninsula, but was fine in the intervening regions. The rainfall amounts were larger than usual. The mean temperature conditions were similar to those reported on the preceding day, the heat having been greater than usual over North-Western and Central India and less than usual elsewhere.

*Friday, April 14th.*—The barometer had changed irregularly and in some places by considerable amounts. Pressure was highest and largely above the normal along the foot of the Eastern Himalayas; it was lowest and slightly below the normal over the Western desert and relatively low and considerably lower than usual over Ceylon. The depression over the Western desert was somewhat better defined than on the 13th. Westerly and north-westerly winds prevailed in Bombay and southerly to easterly winds in most other places. Fairly general thundershowers had been received over Lower Bengal, Assam and the North-West Provinces and scattered showers over the Peninsula and the east and south of the Central Provinces. The temperature conditions were generally similar to those reported on the preceding day, but both the excess in the north-west and the deficiency in the north-east were smaller.

*Saturday, April 15th.*—Pressure had changed very little. Barometric readings were highest along the foot of the hills, lowest over the Western desert and relatively low near Ceylon. Easterly and south-easterly winds continued over Northern India and variable breezes elsewhere. The rainfall area had contracted somewhat over Northern India, but thundershowers continued to be reported from Assam, North and West Bengal and the North-West Provinces. In the Peninsula, on the contrary, the rainfall area had extended and the showers become heavier. The heat had been greater than usual over the greater part of North-Western and Western India and over Burma, while it had been less than usual in all other places. The following variations from the average explain the distribution relatively to the normal: Jacobabad  $+6.0^{\circ}$ , Madura  $-7.4^{\circ}$ , Gorakhpur  $-12.8^{\circ}$ , Dhubri  $-12.0^{\circ}$  and Tounghoo  $+6.4^{\circ}$ .

**Temperature.**—The heavyish rainfall at the commencement of the week in North-East India and in the south of the Peninsula produced in those two



regions areas of deficient temperature which were comparatively small and comparatively slight on the 9th. The rainfall continuing these areas of relatively low temperature increased both in intensity and size till, during the latter half of the week, they embraced most parts of the country except the north-west and centre. In the two latter regions the mean temperature was steadily excessive during the week, the showers in those areas having been insufficient to seriously affect the temperature conditions.

The following table gives the mean temperature variation data for the week :

PROVINCE.	APRIL 1899.							Mean variation of week.
	9th	10th	11th	12th	13th	14th	15th	
Burma . . . . .	+1.1	-0.3	-3.5	-4.1	-1.9	+0.1	+1.8	-1.0
Assam . . . . .	-3.0	-5.6	-9.5	-7.9	-7.0	-2.2	-4.1	-5.6
Bengal . . . . .	-2.3	-4.5	-9.4	-7.5	-5.8	-5.8	-6.5	-6.0
Orissa . . . . .	-2.7	-5.3	-9.6	-5.1	-2.8	-6.9	-6.0	-5.5
Bihar . . . . .	-0.8	-2.7	-13.5	-9.2	-5.5	-8.6	-9.5	-7.1
Chota Nagpur . . . . .	+2.7	-2.1	-12.1	-5.7	-4.0	-8.9	-10.6	-5.8
N.-W. P. and Oudh . . . . .	+2.7	-1.3	-4.9	-3.1	-1.1	-6.5	-5.3	-2.8
Punjab . . . . .	+3.0	+1.2	-0.1	+2.5	-1.2	-0.4	-0.4	+0.7
Sind . . . . .	+7.3	+4.9	+6.9	+5.4	+3.8	+3.2	+3.7	+5.0
Rajputana . . . . .	+7.1	+3.0	+1.9	+5.5	+5.5	-0.2	+1.4	+3.5
Gujarat . . . . .	+5.9	+1.0	+2.8	+2.6	+1.4	+0.5	+2.2	+2.3
Central India . . . . .	+5.3	+3.2	+1.4	+3.0	+4.1	-1.1	-0.9	+2.1
Central Provinces . . . . .	+3.5	-0.7	-2.5	-0.1	+0.6	-0.9	-2.1	-0.1
Berar . . . . .	+4.7	+3.8	+2.2	+3.2	+2.9	+0.5	+1.1	+2.6
West Coast . . . . .	+1.3	-0.1	-1.0	-1.4	-1.0	-0.6	-1.7	-0.6
Bombay Deccan . . . . .	+1.8	-0.4	-0.9	-0.5	-0.4	-1.3	+0.3	-0.2
Mysore . . . . .	-0.3	-0.4	+0.4	-2.2	-3.2	-1.7	-2.9	-1.5
Madras Coast . . . . .	+0.9	+0.8	+1.4	-0.9	-0.9	-1.1	-2.5	-0.3
Madras Deccan . . . . .	+0.2	+0.6	-0.7	-1.6	-1.8	-1.5	-4.6	-1.3
South India . . . . .	-2.2	-2.6	-4.4	-6.4	-6.8	-5.0	-5.5	-4.7
Mean for whole of India . . . . .	+1.8	-0.3	-2.8	-1.6	-1.3	-2.4	-2.6	-1.3

On the first day of the week the heat of the whole country was greater than usual, but between the 9th and the 10th there occurred a fall of over 2°, and from that date onward the temperature of the whole of India was below the normal, the deficiency being considerable on the 11th, 14th and 15th. The provincial variations show that the weather during the week was warmer than usual in Sind, Rajputana, Gujarat, Central India and Berar; that the mean temperature was about normal in the Punjab, the Central Provinces, the West Coast, the Bombay Deccan and the Madras Coast; and that it was less than usual in all the remaining provinces. The deficiency was greatest in Behar where from the 11th to the 15th the mean temperature was very largely below the normal.

The following were the highest maxima recorded on each day :

April 9th . . . . .	109.4°	at Rajkote.
" 10th . . . . .	108.2°	" Bhavnagar.
" 11th . . . . .	109.3°	" Jacobabad.
" 12th . . . . .	107.2°	" Jodhpur.
" 13th . . . . .	106.7°	" Akola.
" 14th . . . . .	105.1°	" Hyderabad (Sind).
" 15th . . . . .	107.4°	" Jacobabad.

**Rain.**—The past week has been one of exceptionally widespread and heavy rainfall considering the time of year. The only practically rainless regions during the week were Lower Burma and North Bombay with the adjoining parts of Rajputana and Central India. In all other parts of the Indian area rain has been received, the rainfall amounts ranging from a few cents over the Punjab, the Gangetic Plain, the central parts of the country and the head of the Peninsula, to several inches in Assam and the south of the Peninsula. The daily rainfall returns for the week show that rain was received principally between the 9th and 12th in Upper Burma; between the 9th and 13th in Assam; on most days of the week in Bengal; on the 9th, 11th and 12th in Bihar; on the 13th and 14th in the east and centre of the North-West Provinces; on different days of the week in the west of the North-West Provinces and in the Punjab, on all days of the week in the south of the Peninsula; and between the 12th and the 15th in the east of the Peninsula.

The rainfall table at the close of the summary shows that the average actual rainfall of the week exceeded 0·10 inch in all the rainfall divisions except Tenasserim, Deltaic Burma, the South Punjab, the West Punjab, the Konkan, Khandesh, Berar, the west of the Central Provinces, Gujarat, Kathiawar, Sind, Baluchistan, Central India and Rajputana where the week's rainfall has been actually or practically *nil*. In all the remaining divisions effective rain has been received, the average actual rainfall ranging from 7·02 inches in the Assam Hills, 4·91 inches in the Surma Valley, 4·33 inches in Malabar and 4·40 inches in South Madras, to 0·13 inch in Upper Burma, 0·14 inch in the South-East Punjab, 0·13 inch in the Central Punjab, 0·16 inch in the centre of the Central Provinces and 0·18 inch in the central division of Madras. The third column of the table shows that in no less than thirty-nine of the rainfall divisions the week's rain has been in excess of the normal. These thirty-nine divisions covered Arakan, Assam, Bengal, Bihar, the North-West Provinces, the South-East Punjab, the Peninsula and the Central Provinces, and the excess amounted to 4·99 inches in the Assam Hills, to 4·12 inches in South Madras, to 3·77 inches in Malabar, to over 2 inches in South-Central Madras, Coorg, Orissa and East Bengal and to over 1 inch in the Assam Valley, Deltaic Bengal, North Bengal, the Bengal Hills, Chota Nagpur, North Bihar, and the north (a) division of the East Coast.

The following were the principal large totals recorded at individual stations during the week:

Burma	Akyab	2·07 inches.
Assam	Cherra Poonjee	20·30 "
	Borkhola (Cachar)	6·44 "
Bengal	Ramchanda (Tippera)	5·60 "
	Goalundo (Faridpur)	4·96 "
	Alipurduar (Jalpaiguri)	3·41 "
Bihar	Sitamarhi (Muzaffarpur)	4·82 "
N.-W. P.	Padrauna (Gurakhpur)	2·95 "
	Ukimath Garhwal)	3·10 "
Punjab	Chakwal (Jhelum)	0·66 inch.
	Hangu (Kohat)	1·25 inches.
Malabar	Alleppy	11·20 "
Nilgiris	Kilkundah	10·82 "
Mysore	Holalkeri	4·71 "
Madras	Jehapur (Ganjam)	4·80 "
	Pattukattai (Tanjore)	4·71 "
	Uslampetty (Madura)	7·63 "

The three concluding columns of the table show that the heavy rainfall of the past week has brought about a considerable change in the condition of the seasonal rainfall. In Assam, Bengal, the west of the Peninsula and South Madras the actual fall between February 26th and April 15th has been in excess of the average, while in other parts of the country, though the rainfall is still short, the deficiency has been considerably reduced.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING APRIL 15TH, 1899.			RAINFALL DATA FROM FEBRUARY 20TH TO APRIL 15TH, 1899.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, February 20th to April 15th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim . . . . .	0	0.62	- 0.62	0	1.45	- 100
	2. Lower Burma Deltaic. . . . .	0	0.42	- 0.42	0	0.97	- 100
	3. Central do. . . . .	0.20	0.21	- 0.01	0.21	0.38	- 45
	4. Upper do. . . . .	0.13	0.17	- 0.04	0.19	0.88	- 78
	5. Arakan . . . . .	0.49	0.12	+ 0.31	0.49	0.59	- 17
BENGAL AND ASSAM	6. Eastern Bengal . . . . .	3.20	0.75	+ 2.45	6.16	4.15	+ 48
	7. Assam Surma . . . . .	4.91	4.05	+ 0.86	15.38	17.11	- 10
	8. Do. Hills . . . . .	7.02	2.03	+ 4.99	17.57	8.44	+ 113
	9. Do. Brahmaputra . . . . .	2.88	1.38	+ 1.50	9.99	6.84	+ 46
	10. Deltaic Bengal . . . . .	2.42	0.43	+ 1.99	3.44	2.74	+ 26
	11. Central do. . . . .	0.88	0.32	+ 0.56	1.70	1.53	+ 11
	12. North do. . . . .	2.24	0.42	+ 1.82	5.10	2.29	+ 123
	13. Bengal Hills . . . . .	2.39	0.89	+ 1.50	5.14	3.62	+ 42
	14. Orissa . . . . .	2.39	0.29	+ 2.10	2.58	1.57	+ 64
	15. Chota Nagpur . . . . .	1.79	0.15	+ 1.64	1.85	1.29	+ 43
	16. South Bihar . . . . .	0.70	0.05	+ 0.65	0.73	0.48	+ 52
	17. North do. . . . .	1.34	0.17	+ 1.17	1.42	0.64	+ 122
NORTH-WESTERN PROVINCES AND ODDH.	18. N.-W. P. East . . . . .	0.44	0.03	+ 0.41	0.44	0.35	+ 26
	19. South Oudh . . . . .	0.35	0.04	+ 0.31	0.34	0.38	- 11
	20. North do. . . . .	0.38	0.06	+ 0.32	0.38	0.55	- 31
	21. N.-W. P. Central . . . . .	0.31	0.02	+ 0.29	0.32	0.36	- 11
	22. Do. West . . . . .	0.18	0.06	+ 0.12	0.28	0.57	- 51
	23. Do. East Submontane . . . . .	0.90	0.09	+ 0.81	0.92	0.46	+ 100
	24. Do. West do. . . . .	0.20	0.15	+ 0.05	0.45	1.21	- 63
	25. Do. Hills . . . . .	0.81	0.35	+ 0.46	1.59	3.42	- 54
PUNJAB	26. South-East Punjab . . . . .	0.14	0.11	+ 0.03	0.26	0.70	- 63
	27. South do. . . . .	0.02	0.20	- 0.18	0.07	0.79	- 91
	28. Central do. . . . .	0.13	0.33	- 0.20	0.66	1.63	- 60
	29. Punjab Submontane . . . . .	0.16	0.30	- 0.14	0.38	1.58	- 70
	30. Do. Hills . . . . .	0.22	0.30	- 0.08	0.62	3.86	- 84
	31. North Punjab . . . . .	0.44	0.59	- 0.15	1.55	3.62	- 57
	32. West do. . . . .	0.03	0.13	- 0.10	0.21	0.81	- 74
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	33. Malabar . . . . .	4.33	0.56	+ 3.77	5.99	1.95	+ 207
	34. Madras South-Central . . . . .	2.31	0.29	+ 2.02	3.80	1.52	+ 150
	35. Coorg . . . . .	2.65	0.52	+ 2.13	4.51	2.03	+ 122
	36. Mysore . . . . .	1.08	0.17	+ 0.91	1.82	0.65	+ 180
	37. Konkan . . . . .	0.09	0.02	+ 0.07	0.18	0.09	+ 100
	38. Bombay Deccan . . . . .	0.28	0.12	+ 0.16	0.60	0.44	+ 36
	39. Hyderabad North . . . . .	...	...	...	...	...	...
	40. Khandesh . . . . .	0	0.03	- 0.03	0.03	0.09	- 67
CENTRAL PROVINCES AND BERAR.	41. Berar . . . . .	0.02	0.03	- 0.01	0.12	0.29	- 59
	42. Central Provinces West . . . . .	0.09	0.07	+ 0.02	0.14	0.44	- 64
	43. Do. do. Central . . . . .	0.16	0.10	+ 0.06	0.25	0.72	- 65
	44. Do. do. East . . . . .	0.84	0.19	+ 0.65	0.87	1.02	- 15
BOMBAY (NORTH)	45. Gujarat . . . . .	0	0	0	0	0.01	- 100
	46. Kathiawar . . . . .	0	0.10	- 0.10	0	0.22	- 100
	47. Sind . . . . .	0	0.07	- 0.07	0.67	0.33	+ 103
	48. Baluchistan Hills . . . . .	0	0.43	- 0.43	2.17	3.06	- 29
RAJPUTANA AND CEN- TRAL INDIA.	49. Central India East . . . . .	0.06	0.02	+ 0.04	0.06	0.20	- 70
	50. Rajputana East, Central India West. . . . .	0.06	0.02	0	0.02	0.21	- 90
	51. West Rajputana . . . . .	0	0.04	- 0.04	0	0.26	- 100
MADRAS	52. East Coast North . . . . .	0.83	0.07	+ 0.76	0.94	0.70	+ 34
	52-A. Do. do. (a) . . . . .	1.10	0.03	+ 1.07	1.10	1.58	- 30
	53. Hyderabad South . . . . .	0.28	0.26	+ 0.02	0.28	0.98	- 71
	54. Madras Central . . . . .	0.18	0.05	+ 0.13	0.26	0.24	+ 8
	55. East Coast Central . . . . .	0.15	0.03	+ 0.12	0.15	0.37	- 59
	56. Do. South . . . . .	1.02	0.10	+ 0.92	1.29	0.55	+ 135
	57. Madras South . . . . .	4.40	0.28	+ 4.12	5.09	1.70	+ 199

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SIMLA, 20th April, 1899.

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 15th April.*—The rainfall was most exceptional during the week; it was heavy on the West Coast and in the Southern districts and in parts of the Carnatic, the Central districts, and the Circars, and light showers were general elsewhere. Since the end of week more heavy rain has fallen on the East Coast and the south of Nellore and light rain in inland districts. The water-supply is generally sufficient, except in parts of the Deccan. Some sowings under irrigation and on the West Coast are going on. Preparations for the new season have begun. The standing crop is in good condition. Harvesting continues in some places and the yield is normal. Pasture is very scanty, but fodder is sufficient. The recent rain will benefit the standing crops, especially under wells, and produce some pasture. Prices continue almost stationary.

**Bombay.**—*For week ending 19th April.*—Slight rain fell in parts of six districts during the week. Reaping of late crops continues in eight and cotton-picking in four districts. Preparations for next season are progressing generally. Fodder is sufficient, except in parts of Sind. Agricultural stock is healthy. Prices have risen in five and fallen in six districts; elsewhere they are stationary.

**Bengal.**—*For week ending 17th April.*—Rain, sufficient for present requirements, fell in all parts of the Province during the week; but in places in Bihar it is said to have injured the spring crops lying on the threshing ground. Ploughing is now general and sowing of autumn rice and jute and planting of sugarcane are in progress. Spring rice is maturing and in some places is being reaped. The *mahua* (*Bassia latifolia*) harvest in the Bhagalpur and Chota Nagpore divisions is almost over, and the outturn has been good. No want of fodder is reported. Prices are generally stationary.

**North-Western Provinces and Oudh.**—*For week ending 19th April.*—Stormy weather prevailed during the week accompanied by rain and hail in several districts. Slight damage from hail is reported in places. Harvesting operations are nearing completion and new grain is coming into the markets in parts. Sugarcane and extra crops are being irrigated where necessary. Indigo is being sown. Markets are well-stocked and fodder is sufficient. Prices have risen in a few districts, but are otherwise stationary to falling.

**Punjab.**—*For week ending 19th April.*—Rain has fallen in all districts, except Ferozepore, Mooltan, Amritsar, and Dera Ismail Khan. Harvesting of standing spring crops and sowings of extra spring and certain autumn crops continue. Sugarcane and cotton crops are being watered. The condition and prospects of the standing irrigated crops are reported average and of unirrigated crops below average or poor. More rain is wanted for autumn sowings in Shahpur. The outturn of spring crops is generally expected to be average or below average. The standing spring crops have been seriously damaged by hail in parts of the



Lahore, Peshawar, and Dera Ismail Khan districts. The condition of cattle is poor in Delhi and in parts of Dera Ismail Khan and good elsewhere. Fodder is reported sufficient in all districts, except in Delhi, Umballa, and parts of Dera Ismail Khan. Prices, especially of wheat, the chief food-staple, are rising in Umballa and Jullundur; falling in Rawalpindi and Dera Ismail Khan; and are unchanged elsewhere. Wheat is selling from 16 to 21, gram 20 to 23, barley 30 to 32, bulrush-millet 19 to 25, maize 28 to 35, great millet 20, and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 18th April.*—The weather was generally unsettled during the week and rain has fallen in twelve districts, the rainfall in four districts measuring more than half-an-inch. The threshing of spring crops is proceeding. The planting of sugarcane is also in progress in Bhandara and Sambalpur. An abundant crop of *mahua* (*Bassia latifolia*) is being gathered and labourers derive much benefit from forest concessions in consequence. Village relief is being gradually extended in the distressed areas in Saugor and has been started in the Damoh tahsil. Water is getting scanty in parts of Mandla, Betul, Chanda, and Chhindwara. Fodder is insufficient in parts of seven districts and grain stocks are reported to be insufficient in the Hinghangaht tahsil of Wardha. The range of prices is generally below the normal: the cheapest prices are—wheat 21, gram 35, rice 22, and *juar* 30 seers per rupee; the dearest prices are—wheat 12½, gram 18, rice 10, and *juar* 22 seers per rupee.

**Burma.**—*For week ending 15th April.*—In Upper Burma reaping of island crops is approaching completion. Dry weather paddy is being harvested in Mandalay, Sagaing, and Kyaukse. The prospects of the standing crops continue unchanged. Slight rain fell during the week in several districts of Upper and Lower Burma. The price of paddy has risen in Prome, Pakòkku, and Minbu; and has fallen in Thaton and Amherst, and has also slightly fallen in Rangoon.

**Assam.**—*For week ending 18th April.*—Rain fell in most districts during the week. Ploughing for and sowing of late broadcast rice are in progress. Transplanted early rice has been slightly damaged by hail in Sunamganj and Habiganj sub-divisions. Plucking of tea continues. Prospects are generally good, except in parts of Cachar, where red spider prevails. Pressing of sugarcane is nearly finished; the outturn is poor in Sylhet, but elsewhere is generally good. Sowing of jute continues in Sylhet and Goalpara. Planting of sugarcane has commenced in Kamrup. Prices—common rice—Silchar, Tezpur, and Nowgong 16; Sylhet and Dhubri 17; and Gauhati 15 seers per rupee.

**Mysore and Coorg.**—*For week ending 19th April.*—**MYSORE:** Rainfall—fifteen cents in the Civil and Military station and general good rain in parts of the Province. The standing crops are in good condition. Prices have fallen in Kolar, Kadur, and Shimoga.

**COORG:** Rainfall—2 inches 87 cents. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 19th April.*—**BERAR:** The weather is hot and cloudy. Breaking up of land for the ensuing monsoon crop

continues. The fodder and water-supply remain insufficient in parts of the Province. Prices are fluctuating.

**HYDERABAD:** Rainfall during the week 21 cents. The spring harvest is almost over. The standing winter rice crop is in fairly good condition and is being harvested in parts. Prices of grain are almost stationary. Prices—wheat 10, coarse rice  $10\frac{1}{4}$ , and *jowari*  $24\frac{1}{2}$  seers per current sicca rupee.

**Central India.**—*For week ending 19th April.*—There was a slight fall of rain in Bundelkhand during the week. Agricultural operations have been completed in Bundelkhand and are in progress elsewhere. The standing crops are in fairly good condition. Agricultural stock and pasturage are in good condition. The prices are above normal in Bundelkhand and normal elsewhere. The condition of opium is fair in Malwa and good in Gwalior.

**Rajputana.**—*For week ending 19th April.*—Rainfall in cents—Abu 27; Ulwar 16; Kherwara  $13\frac{1}{2}$ ; and slight rain in Haraoti. Agricultural operations are progressing satisfactorily, except in Merwara. The state of the crops is generally good, except in Ajmere-Merwara, where it is fair. Harvesting of crops is approaching completion. The average estimated spring outturn in Kherwara is 3 and 6 annas. Cattle are in poor condition in Marwar, Haraoti, and Ajmere; elsewhere they are in good condition. Fodder scarcity prevails in the States reported last week. Prices are rising in three States and are steady elsewhere. Twenty persons emigrated from Ajmere and 18 from Merwara during the week. The total emigration from Merwara up to date numbers 4,360. The numbers employed on relief works were—422 in Ajmere, 3,257 in Merwara, and 960 in Marwar. Prices—Ajmere  $20\frac{1}{3}$ , Beawar 22, and Marwar 15 seers per rupee.

**Kashmir.**—*For week ending 18th April.*—Rain fell during the week. The prospects of the spring crops are excellent. Prices continue below normal. Rice—27 seers per rupee.

**JAMMU PROVINCE.**—Report not received.

**Nepal.**—*For week ending 15th April.*—Rainfall 1.50 inches. The weather has been cold and stormy, but the rain has benefited the wheat, and ground is now being prepared for the early rice crops. Price of rice  $9\frac{1}{2}$  seers per rupee.

T. W. HOLDERNESS,  
*Secretary to the Government of India.*



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 9TH APRIL 1898, AND FROM 1ST JANUARY TO 8TH APRIL 1899.**

N.B.—As regards the figures in column *Total earnings from 1st January 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st half of 1898.	FIRST 9 DAYS OF APRIL 1898.				FIRST 8 DAYS OF APRIL 1899.				Earnings from 1st January to 8th April 1898.	Earnings from 1st January to 8th April 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Rs. per mile open.		TOTAL.	Rs. per mile open.						
State Lines worked by companies.													
Standard gauge—													
East Indian	694	1,740	Rs. 15,84,919	Rs. 911	1,747	Rs. 14,63,000	Rs. 839	Rs. 1,74,56,084	Rs. 1,76,16,000	Rs. 1,59,916	Rs. 10,184		
Bengal Central	162	125	23,870	191	125	19,800	158	3,06,184	2,96,000				
Bengal-Nagpur	181	862	2,44,245	283	1,186	2,15,000	181	22,31,740	27,09,000	4,77,260			
Indian Midland (including Bhopal-Itarsi)	171	800	1,73,398	217	878	1,56,000	180	18,35,248	19,56,000	1,20,752			
Bezwada extn. (East Coast State)	191	21	8,158	388	21	3,800	181	61,762	40,500				
Madras-Eunir sec. (Bezwada-Mad.)	119	9	1,324	147	9	1,100	122	14,857	15,800	943			
Metre gauge—													
Rajputana-Malwa (inclgd. G.-R.-Nagda)	264	1,815	5,95,213	328	1,815	5,30,000	292	59,70,250	68,90,000	9,19,750			
Palanpur-Deesa	44	17	860	51	17	800	47	8,087	10,400	2,313			
South Indian	161	1,042	2,17,813	209	1,023	1,87,000	183	22,05,588	21,34,000				
Mayavaram-Mutpet	88	54	8,540	158	54	6,000	111	63,099	59,200				
Southern Mahratta (inclgd. G.-M. Front. sec.)	103	1,165	1,95,240	168	1,165	1,38,000	118	15,78,731	14,98,000				
Mysore section (Southern Mahratta)	107	296	43,486	147	296	21,100	71	4,52,136	2,51,000				
Bengal and North-Western system	162	854	1,95,205	229	1,082	1,59,000	147	19,24,047	19,73,000	48,953			
Lucknow-Bareilly	106	231	29,964	130	231	31,500	136	3,10,116	3,33,000	22,784			
Assam-Bengal	90	286	40,848	143	415	35,600	86	3,74,968	4,84,000	1,09,032			
Burma	223	936	2,42,281	259	936	1,99,000	213	31,74,211	27,76,000				
TOTAL	266	10,253	36,05,564	352	10,990	31,68,700	288	3,79,67,208	3,90,41,900	10,74,692			
State Lines worked by the State.													
Standard gauge—													
North Western (a)	287	2,886	11,10,090	385	2,959	8,36,000	283	1,12,99,835	94,04,000				
Oudh and Rohilkhand (inclgd. m. g. link)	217	967	2,71,423	281	1,013	2,32,000	229	26,67,072	27,79,000	1,11,928			
Eastern Bengal (inclgd. metre & 2' 6")	319	818	3,19,231	390	834	2,69,000	323	40,95,735	34,23,000				
East Coast (b)	116	536	81,687	152	795	1,05,000	132	9,00,782	10,58,000	1,57,218			
Special gauges—													
Jorhat	66	28	2,028	72	28	1,500	54	27,512	24,400				
Cherra-Companyganj	20	...	...	...	...	(c)	...	(d) 424	6,400	5,976			
TOTAL	261	5,235	17,84,459	341	5,629	14,43,500	256	1,89,91,300	1,66,94,800				
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	514	1,491	11,75,394	788	1,491	8,29,000	556	1,05,51,479	1,21,44,000	15,92,521			
Bombay, Baroda and Central India	775	461	5,22,250	1,133	461	3,67,000	796	38,94,868	44,75,000	5,80,132			
Madras	258	840	2,84,186	338	840	2,27,000	270	29,97,829	25,21,000				
TOTAL	480	2,792	19,81,830	710	2,792	14,23,000	510	1,74,44,176	1,91,40,000	16,95,824			
TOTAL (GUARANTEED AND STATE) ASSISTED COMPANIES.	297	18,280	73,71,853	403	19,411	60,35,200	311	7,44,02,744	7,48,76,700	4,78,956			
Standard gauge—													
Delhi-Umballa-Kalka	217	162	48,491	299	162	43,800	270	5,49,914	3,88,000				
Tarakesur	320	22	14,046	638	22	12,300	559	1,07,410	98,600				
Southern Punjab (Delhi-Samastota)	75	400	31,614	79	423	32,000	76	2,61,230	3,32,000	70,770			
Tapti Valley	...	...	...	...	36	1,900	63	...	22,000				
Metre gauge—													
Brahmaputra-Sultanpur	...	...	...	...	25	700	28	...	(f) 700	700			
Mymensingh-Jamalpur-Jagannathganj	...	...	...	...	33	1,500	45	...	18,800	18,800			
Rohilkund and Kumaon (Co.'s sec.)	137	66	19,415	294	66	10,800	164	1,12,438	1,14,000	1,562			
Segowlie-Raxaul	...	...	...	...	18	800	44	...	(e) 2,700	2,700			
Bengal Doonars	106	36	3,226	90	36	3,000	83	48,492	38,400				
Dibru-Sadiya	200	78	21,955	281	78	19,400	249	2,21,874	2,51,000	29,186			
Ahmedabad-Parantij	59	55	3,967	72	55	3,400	62	33,715	45,900	12,185			
Special gauges—													
Darjeeling-Himalayan	266	51	28,088	551	51	14,300	280	1,69,857	1,59,000				
Barsi	156	21	4,812	229	21	4,300	205	48,444	56,800	8,356			
TOTAL	135	891	1,75,614	197	1,026	1,48,200	144	15,53,314	15,27,900				
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonna	31	74	3,685	50	74	4,200	57	28,628	68,900	49,272			
Bhopal-Ujjain	76	114	10,932	96	114	13,700	120	1,16,759	1,56,000	39,241			
Nagda-Ujjain	56	35	4,291	123	34	2,500	74	35,770	30,000				
The Nizam's guaranteed state	235	334	1,14,340	342	334	83,200	249	10,71,923	10,63,000				
The Gaekwar's Petlad	70	13	1,254	96	13	1,400	108	7,152	12,600	5,448			
Rajpura-Bhatinda	140	108	16,547	153	108	13,300	123	2,01,273	1,51,000				
Kolar Gold-fields	408	10	5,022	502	10	3,500	350	57,142	43,700				
Metre gauge—													
Yewantpur-Mysore Frontier section (inclgd. M.-Nanjangud)	71	66	7,523	114	66	3,900	59	63,487	38,800				
The Gaekwar's Mehsana	81	93	9,949	107	93	8,100	87	89,105	94,000	4,895			
Kolhapur	55	29	2,151	74	29	2,800	97	20,051	34,500	14,449			
Special gauges—													
The Gaekwar's Dabhoi	58	79	5,936	75	79	4,300	54	50,434	55,400	4,966			
Rajpura	13	19	386	20	24	1,200	50	2,025	10,400	7,775			
Cooch Behar	63	22	2,254	102	25	2,400	96	21,994	18,100				
TOTAL	133	996	1,64,270	185	1,063	1,44,500	144	17,66,323	17,76,400	10,077			
Lines owned & worked by n. states.													
Metre gauge—													
Bhavnagar-Gondal-Junagadh-Porbandar	126	334	56,685	170	334	43,100	144	4,67,430	5,62,000	94,570			
Jetalsar-Rajkot	80	46	4,888	106	46	4,500	98	47,416	54,500	7,084			
Jamnagar	38	54	3,172	59	54	3,000	56	24,443	31,000	6,557			
Dhrangadra	...	...	...	...	21	1,800	86	...	19,800	19,800			
Jodhpore-Bikaner	66	364	30,741	84	407	44,400	109	3,29,223	5,37,000	2,07,777			
Oodeypore-Chitor	42	60	2,952	49	60	2,800	47	29,227	42,300	13,073			
Special gauge—													
Morvi	82	94	9,372	100	94	9,700	103	82,209	1,13,000	30,791			
TOTAL	86	952	1,07,810	113	1,016	1,14,300	112	9,79,948	13,59,600	3,79,652			
GRAND TOTAL	273	21,119	78,39,547	371	22,456	64,42,200	287	7,87,02,329	7,95,40,600	8,38,271			

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rys.

(b) Includes Bezwada-Madras ry.

(c) Closed for traffic owing to floods.

(d) From 9th to 31st March 1898.

(e) From 1st March to 8th April 1899.

(f) From 1st to 8th April 1899.

G. LUBBOCK, Lieut., R.E.,  
Offg. Under Secy. to the Govt. of India.

SIMLA, the 20th April, 1899.

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. I of 1899-1900.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total earnings from 1st April 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	FIRST 9 DAYS OF APRIL 1898.				FIRST 8 DAYS OF APRIL 1899.				Earnings from 1st to 9th April 1898.	Earnings from 1st to 8th April 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.													
Standard gauge—													
East Indian	654	1,740	15,84,919	911	1,747	14,65,000	839	15,84,919	839	15,84,919	14,65,000	...	1,19,919
Bengal Central	183	125	23,870	191	125	19,800	158	23,870	158	23,870	19,800	...	4,070
Bengal-Nagpur	139	862	2,44,245	283	1,186	2,15,000	181	2,44,245	181	2,44,245	2,15,000	...	29,245
Indian Midland (including Bhopal-Itarsi)	155	800	1,73,598	217	868	1,56,000	180	1,73,598	180	1,73,598	1,56,000	...	17,598
Bezwada extn. (East Coast State)	155	21	8,158	388	21	3,800	181	8,158	181	8,158	3,800	...	4,358
Madras-Ennūr sec. (Bezwada-Mad.)	135	9	1,324	147	9	1,100	122	1,324	122	1,324	1,100	...	224
Metre gauge—													
Rajputana-Malwa (incldg. G. R. Nāgdā)	210	1,815	5,95,213	328	1,815	5,30,000	292	5,95,213	292	5,95,213	5,30,000	...	65,213
Pānapur-Deesa	44	17	860	51	17	800	47	860	47	860	800	...	60
South Indian	166	1,042	2,17,813	209	1,023	1,87,000	183	2,17,813	183	2,17,813	1,87,000	...	30,813
Mayavaram-Matnpet	92	54	8,540	158	54	6,000	111	8,540	111	8,540	6,000	...	2,540
Southern Mahratta (incldg. G. M. Fron. sec.)	113	1,165	1,95,240	168	1,165	1,38,000	118	1,95,240	118	1,95,240	1,38,000	...	57,240
Mysore section (Southern Mahratta)	123	296	43,486	147	296	21,100	71	43,486	71	43,486	21,100	...	22,386
Bengal and North-Western system	147	854	1,95,205	229	1,082	1,59,000	147	1,95,205	147	1,95,205	1,59,000	...	36,205
Lucknow-Bareilly	81	231	29,964	130	231	31,500	136	29,964	136	29,964	31,500	1,536	...
Assam-Bengal	73	286	40,848	143	415	35,600	86	40,848	86	40,848	35,600	...	5,248
Barma	186	936	2,42,281	259	936	1,99,000	213	2,42,281	213	2,42,281	1,99,000	...	43,281
TOTAL	245	10,253	36,05,564	352	10,990	31,68,700	288	36,05,564	288	36,05,564	31,68,700	...	4,36,864
State lines worked by the State.													
Standard gauge—													
North Western (a)	236	2,886	11,10,090	385	2,959	8,36,000	283	11,10,090	283	11,10,090	8,36,000	...	2,74,090
Oudh and Rohilkhand (incldg. m. g. link)	195	967	2,71,423	281	1,013	2,32,000	229	2,71,423	229	2,71,423	2,32,000	...	39,423
Eastern Bengal (incldg. metre & 2' 6")	362	818	3,19,231	390	834	2,69,000	323	3,19,231	323	3,19,231	2,69,000	...	50,231
East Coast (b)	106	536	81,687	152	795	1,05,000	132	81,687	132	81,687	1,05,000	23,313	...
Special gauges—													
Jerbāt	69	28	2,028	72	28	1,500	54	2,028	54	2,028	1,500	...	528
Cherra-Companyganj	44	...	...	...	...	(c)	...	...	...	...	...	...	...
TOTAL	235	5,235	17,84,459	341	5,629	14,43,500	256	17,84,459	256	17,84,459	14,43,500	...	3,40,959
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	381	1,491	11,75,394	788	1,491	8,29,000	556	11,75,394	556	11,75,394	8,29,000	...	3,46,394
Bombay, Baroda and Central India	586	461	5,22,250	1,133	461	3,67,000	796	5,22,250	796	5,22,250	3,67,000	...	1,55,250
Madras	261	840	2,84,186	338	840	2,27,000	270	2,84,186	270	2,84,186	2,27,000	...	57,186
TOTAL	379	2,792	19,81,830	710	2,792	14,23,000	510	19,81,830	510	19,81,830	14,23,000	...	5,58,830
TOTAL (GUARANTEED AND STATE)	262	18,280	73,71,853	403	19,411	60,35,200	311	73,71,853	311	73,71,853	60,35,200	...	13,36,653
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	207	162	48,491	299	162	43,800	270	48,491	270	48,491	43,800	...	4,691
Tarkessur	278	22	14,046	638	22	12,300	559	14,046	559	14,046	12,300	...	1,746
Southern Punjab (Delhi-Samāsata)	42	400	31,614	79	423	32,000	76	31,614	76	31,614	32,000	386	...
Tapti Valley	...	...	...	...	36	1,900	53	...	53	...	1,900	...	...
Metre gauge—													
Brahmaputra-Sultanpur	...	...	...	...	25	700	28	...	28	...	700	...	...
Mymensingh-Jamshilpur-Jagannathganj	...	...	...	...	33	1,500	45	...	45	...	1,500	...	...
Rohilkhand and Kumaon (Co.'s sec.)	121	66	19,415	294	66	10,800	164	19,415	164	19,415	10,800	...	8,615
Segowlie-Raxaul	...	...	...	...	18	800	44	...	44	...	800	...	...
Bengal Doonars	140	36	3,226	90	36	3,000	83	3,226	83	3,226	3,000	...	226
Dibru-Sadiya	198	78	21,955	281	78	19,400	249	21,955	249	21,955	19,400	...	2,555
Ahmedabad-Parāntij	45	55	3,967	72	55	3,400	62	3,967	62	3,967	3,400	...	567
Special gauges—													
Darjeeling-Himalayan	274	51	28,088	551	51	14,200	280	28,088	280	28,088	14,200	...	13,788
Bārsi	125	21	4,812	229	21	4,200	205	4,812	205	4,812	4,200	...	612
TOTAL	147	891	1,75,614	197	1,026	1,48,200	144	1,75,614	144	1,75,614	1,48,200	...	27,414
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Joona	26	74	3,685	50	74	4,200	57	3,685	57	3,685	4,200	515	...
Bhopal-Ujjain	61	114	10,932	96	114	13,700	120	10,932	120	10,932	13,700	2,768	...
Nāgdā-Ujjain	60	35	4,291	123	34	2,500	74	4,291	74	4,291	2,500	...	1,791
The Nizam's Guaranteed State	211	334	1,14,340	342	334	83,200	249	1,14,340	249	1,14,340	83,200	...	31,140
The Gaekwar's Petlād	54	13	1,254	96	13	1,400	108	1,254	108	1,254	1,400	146	...
Rājputra-Bhātinda	122	108	16,547	153	108	13,300	123	16,547	123	16,547	13,300	...	3,247
Kolar Gold-fields	402	10	5,022	502	10	3,500	350	5,022	350	5,022	3,500	...	1,522
Metre gauge—													
Yesvantpur-Mysore Frontier section (incldg. M. Nānjāgrād)	84	66	7,523	114	66	3,900	59	7,523	59	7,523	3,900	...	3,623
The Gaekwar's Mehsāna	71	93	9,949	107	93	8,100	87	9,949	87	9,949	8,100	...	1,849
Kolhapur	57	29	2,151	74	29	2,800	97	2,151	97	2,151	2,800	649	...
Special gauges—													
The Gaekwar's Dabhoi	51	79	5,936	75	79	4,300	54	5,936	54	5,936	4,300	...	1,636
Rajpipla	11	19	386	20	24	1,200	50	386	50	386	1,200	814	...
Cooch Behar	54	22	2,254	102	25	2,400	96	2,254	96	2,254	2,400	146	...
TOTAL	120	896	1,84,270	185	1,003	1,44,500	144	1,84,270	144	1,84,270	1,44,500	...	39,770
Lines owned & worked by n. states.													
Metre gauge—													
Bhāvnagar-Gondal-Junāgād-Porbandar	97	334	56,685	170	334	48,100	144	56,685	144	56,685	48,100	...	8,585
Jalore-Rājkot	82	46	4,888	106	46	4,500	98	4,888	98	4,888	4,500	...	388
Jāmnagar	38	54	3,172	59	54	3,000	56	3,172	56	3,172	3,000	...	172
Dhāngadā	...	...	...	...	21	1,800	86	...	86	...	1,800	...	...
Jodhpore-Bickāneer	62	364	30,741	84	407	44,400	109	30,741	109	30,741	44,400	13,659	...
Oddeypore-Chitor	38	60	2,952	49	60	2,800	47	2,952	47	2,952	2,800	...	152
Special gauge—													
Morvi	83	94	9,372	100	94	9,700	103	9,372	103	9,372	9,700	328	...
TOTAL	75	952	1,07,810	113	1,016	1,14,300	112	1,07,810	112	1,07,810	1,14,300	6,490	...
GRAND TOTAL	244	21,119	78,39,547	371	22,456	64,42,200	287	78,39,547	287	78,39,547	64,42,200	...	13,97,347

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rys.  
(b) Includes Bezwada-Madras ry.

(c) Closed for traffic owing to floods.

G. LUBBOCK, Lieut., R.E.,  
Offg. Under Secy. to the Govt. of India.

SIMLA, the 20th April, 1899.



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SUPPLEMENT TO

# The Gazette of India.

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No. 17.

CALCUTTA, SATURDAY, APRIL 29, 1899.

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## OFFICIAL PAPERS.

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

*Total Gross and Net Indian Sea and Land Customs Revenue (excluding Salt Revenue)*  
[In thousands of Rupees]

	IN THE TWELVE MONTHS, APRIL TO MARCH, OF									
	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.
<b>IMPORTS (GROSS REVENUE)</b>										
Arms, Ammunition, and Military Stores . . . . .	2,39	2,81	3,17	3,12	3,45	3,23	3,40	3,85	3,67	3,48
Liquors:										
Spirit . . . . .	49,29	53,40	51,96	54,39	52,99	55,07	59,15	59,48	60,12	63,03
Other liquors . . . . .	6,78	6,83	7,16	6,81	6,70	6,29	7,28	6,03	6,17	6,64
Apparel, including haberdashery and millinery . . . . .	—	—	—	—	—	7,84	7,21	6,84	5,60	6,39
Chemical products and preparations . . . . .	—	—	—	—	—	2,58	2,75	2,19	2,70	2,66
Cotton manufactures:										
Twist and yarn . . . . .	—	—	—	—	—	4,18	10,98	—	—	—
Piece goods, grey . . . . .	—	—	—	—	—	19,30	59,82	50,34	45,02	46,10
" white . . . . .	—	—	—	—	—	8,41	21,60	20,06	18,71	17,28
" coloured . . . . .	—	—	—	—	—	5,81	23,22	19,71	14,32	19,43
Other goods . . . . .	—	—	—	—	—	75	2,74	2,02	1,70	1,85
Drugs, medicines, and narcotics . . . . .	—	—	—	—	—	3,53	3,51	3,43	3,80	3,73
Dyeing and tanning materials . . . . .	—	—	—	—	—	3,12	3,98	3,53	4,28	4,40
Glass and glassware . . . . .	—	—	—	—	—	3,18	3,71	3,53	2,89	3,31
Hardware and cutlery . . . . .	—	—	—	—	—	7,20	7,16	7,64	7,44	7,37
Metals:										
Copper . . . . .	—	—	—	—	—	3,74	9,69	4,68	6,28	5,23
Iron and steel . . . . .	—	—	—	—	—	2,88	4,09	3,92	4,29	3,59
Silver . . . . .	—	—	—	—	—	34,89	35,59	32,65	43,39	28,68
" in . . . . .	—	—	—	—	—	1,66	1,83	1,32	1,18	79
Other metals . . . . .	—	—	—	—	—	5,17	2,56	2,15	2,81	2,71
Oils: Petroleum . . . . .	16,24	16,50	17,47	20,23	26,36	31,80	40,01	41,27	53,18	47,15
Paints and colours . . . . .	—	—	—	—	—	1,64	1,88	1,73	1,74	1,89
Paper . . . . .	—	—	—	—	—	1,88	2,52	2,29	2,04	2,27
Provisions . . . . .	—	—	—	—	—	5,83	10,36	8,99	9,79	8,74
Silk, raw and manufactured . . . . .	—	—	—	—	—	11,98	14,64	11,36	9,58	10,92
Spices . . . . .	—	—	—	—	—	3,94	3,67	3,42	4,04	4,79
Stationery . . . . .	—	—	—	—	—	1,43	1,46	1,46	1,22	1,28
Sugar . . . . .	—	—	—	—	—	14,07	15,25	16,22	24,61	21,32
Tea . . . . .	—	—	—	—	—	3,07	2,51	2,70	1,03	1,00
Umbrellas . . . . .	—	—	—	—	—	1,70	1,71	1,53	1,68	1,21
Wood and timber . . . . .	—	—	—	—	—	1,11	1,51	1,19	1,11	91
Woollen goods . . . . .	—	—	—	—	—	7,73	7,40	8,50	5,79	7,66
Imports by post . . . . .	1	1	1	1	10	1,43	1,53	1,48	1,47	1,72
All other articles . . . . .	3	3	4	3	9,46	24,27	24,32	22,87	23,88	23,90
<b>TOTAL</b>	<b>74,74</b>	<b>79,58</b>	<b>79,8</b>	<b>84,59</b>	<b>99,06</b>	<b>2,90,71</b>	<b>3,99,04</b>	<b>3,58,98</b>	<b>3,75,53</b>	<b>3,61,45</b>
<b>EXPORTS (GROSS REVENUE)</b>										
Rice and rice-flour . . . . .	73,13	92,59	88,27	75,01	66,90	91,57	93,75	76,73	74,62	1,01,62
<b>TOTAL GROSS REVENUE . . . . .</b>	<b>1,47,87</b>	<b>1,72,17</b>	<b>1,68,08</b>	<b>1,59,60</b>	<b>1,65,96</b>	<b>3,82,28</b>	<b>4,92,79</b>	<b>4,35,71</b>	<b>4,50,15</b>	<b>4,63,07</b>
<b>TOTAL NET REVENUE . . . . .</b>	<b>1,44,43</b>	<b>1,68,11</b>	<b>1,63,40</b>	<b>1,55,71</b>	<b>1,61,85</b>	<b>3,74,36</b>	<b>4,82,09</b>	<b>4,24,11</b>	<b>4,41,81</b>	<b>4,54,29</b>
<i>Provincial distribution of Net Customs Revenue</i>										
Bengal . . . . .	23,69	25,71	26,76	29,07	34,81	86,12	1,47,53	1,31,75	1,30,41	1,32,64
{ Import . . . . .	15,77	20,19	21,41	18,25	16,97	19,82	20,33	12,62	13,09	21,88
{ Export . . . . .	20,44	22,35	21,88	22,73	32,33	1,33,76	1,57,07	1,39,63	1,48,93	1,39,74
Bombay . . . . .	2,44	2,06	1,91	2,79	2,29	3,99	3,17	2,98	3,41	4,04
{ Import . . . . .	6,20	7,51	7,25	6,79	7,52	15,37	21,82	22,73	26,63	21,83
{ Export . . . . .	78	85	84	82	62	88	68	61	94	1,69
Madras . . . . .	11,15	12,13	11,97	11,46	11,33	29,39	34,03	28,46	32,50	28,96
{ Import . . . . .	6,15	4,56	3,72	4,24	5,20	6,87	5,09	9,29	9,26	5,32
{ Export . . . . .	11,07	9,80	9,44	11,33	10,43	19,71	29,50	26,58	30,27	31,92
Burma . . . . .	46,74	62,89	58,22	47,33	40,35	58,45	62,87	49,46	46,37	66,27

 Continuation Sheets of Supplement to the Gazette of India published at Calcutta.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

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Weather Review of India for the Week ending at 8 a.m. on  
Saturday, April 22nd, 1899.

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Pressure conditions have changed considerably during the week under review. The relatively high pressures which existed over North-Eastern and Northern India last week have given way, and pressure has been steadily high in Southern and low in Northern India. But, though this distribution is more normal and regular, and the winds have been less easterly and more westerly than during the two preceding weeks, the weather has continued very unsettled and the mean temperature much lower than the average. The rainfall was general and moderately heavy over the Peninsula during the early part of the week under review, but after Wednesday, the 19th, the fall became both more scattered and lighter. Occasional showers have been received over the Central Provinces, while daily showers have been received over parts of Assam and Bengal. In North-West India there were some scattered showers at the beginning of the week, but during the latter half the weather was fine. The temperature conditions were very remarkable—more particularly at the close of the week, when in every province of India (excluding Burma) the heat was less than usual, and in some the deficiency of temperature was most exceptional.

**Daily Summary.**—*Sunday, April 16th.*—Pressure was high and above the normal over Burma, North-East India and across the head of the Peninsula; it was low and below the normal over the south of the Peninsula and Ceylon and was lowest and considerably below the normal over North-West India where a well-marked depression was shown. The winds were cyclonic in the north-west, easterly along the foot of the Himalayas and over part of the Peninsula and about normal elsewhere. The weather was very cloudy over the Peninsula where rain had fallen generally and was slightly clouded over the Central Provinces and part of North-East and North West India where scattered light showers were received. The mean temperature was slightly or moderately higher than usual over Burma and slightly to largely higher than usual over the Punjab, Sind, Rajputana, Bombay, Central India and part of the Central Provinces. Elsewhere the weather was cooler than usual—more particularly in Bengal and the south of the Peninsula.

*Monday, April 17th.*—The depression noticed in North-West India on the 16th had moved eastward, at the same time filling up and was apparently central near Agra. Pressure was becoming higher over Tenasserim and the Peninsula, but this was the only important change. There were still some easterly winds along the foot of the hills and in parts of the Peninsula, and the winds were more northerly than usual in the north-west. The weather was cloudy to overcast over the Peninsula where rain had again been fairly general and heavy, and some scattered showers had been received over Assam, some central districts

and parts of North-West India. Temperature had fallen fast over the Punjab and the Madras Deccan and risen fast over North-East India. The mean temperature was very low over the Peninsula and considerably below the normal over parts of Bengal and the Punjab.

*Tuesday, April 18th.*—Pressure was low over the Punjab, Eastern Rajputana and the Gangetic Plain and was high over the Peninsula and Sind. Consequently north-westerly winds prevailed over a large part of North-West India and westerly winds across the head of the Peninsula and the central parts of the country. Easterly breezes, however, continued to be reported along the foot of the Himalayas and south-easterly winds in parts of the Peninsula. Rain had continued to fall over the Peninsula, and scattered showers continued to be received over a considerable part of Northern India. Temperature had, on the whole, risen, but the heat remained largely below the normal over the Peninsula and considerably below over the Punjab and Bengal.

*Wednesday, April 19th.*—Pressure had changed irregularly, the principal change having been a large rise over part of North-West India. Pressure was lowest in the North-West Provinces and was relatively low over the Western desert and over Upper Burma, while it was highest in the extreme south. The wind was more northerly than usual over North-West India, more southerly than usual over the Peninsula, but was about normal elsewhere, though there were still some easterly winds along the foot of the Eastern Himalayas. Rain had continued to fall over the west of the Peninsula, but in the east, as well as over the plains of Northern India, the rainfall had almost ceased. The mean temperature had risen over parts of North-East India and of the south of the Peninsula, but had generally fallen elsewhere—more particularly in North-West India where the heat was much less than usual.

*Thursday, April 20th.*—Pressure had fallen again in the north-west where the change had been rapid. Pressure was low over Northern India and high in the extreme south. The winds were unusually northerly over North-West India; they were fairly normal over the Bay area and were variable in direction elsewhere. The weather was cloudy over parts of the Peninsula, of the central districts and of North-East India, and a few scattered showers had been received over those districts. Temperature had fallen fast over the North-West Provinces and Central India, and the heat was very low for the time of year over North-West India and over the Deccan.

*Friday, April 21st.*—Pressure remained low in the north and high in the south, and shallow depressions were shown—one over the west of the North-West Provinces and a second over Upper Burma. The wind directions were very variable, while the force was strong and gusty over a large part of the country. The weather was generally unchanged, and scattered showers had been received over parts of North-East India, the Central Provinces, North Madras and the west of the Peninsula. The mean temperature had changed irregularly and was very low for the time of year except in Burma and North-East India.

*Saturday, April 22nd.*—The pressure changes were again irregular, but the general conditions were unchanged, pressure remaining low over Northern and



high over Southern India. The wind directions were variable, and calms were reported from the Punjab and the Gangetic Plain. Thunderstorms had given rain to parts of Bengal, Assam, the west of the Central Provinces and the Peninsula. Temperature had risen a little in parts of North-Western and of Central India, but had fallen elsewhere. The heat was less than usual in all provinces or divisions except Burma, the deficiency being extraordinarily large in some central districts.

**Temperature.**—The most marked feature in the weather of the past week has been the very low temperature prevailing over the greater part of the country. This relative coolness has been in part due to the occurrence of snow on the North-West Himalayas, and an outflow of cold air from the mountain regions, in part due to abnormally heavy and extensive rainfall and in part to light thundershowers which have locally depressed the day temperatures—in some cases to an extraordinarily large extent.

The following table gives the mean temperature variation data for the week :

PROVINCE.	APRIL 1899.							Mean variation of week.
	15th	17th	18th	19th	20th	21st	22nd	
Burma	+1.2	+0.7	+1.5	+1.7	+2.1	+2.3	+1.6	+1.6
Assam	—1.8	—1.3	—0.7	—2.4	—1.0	—0.1	—0.3	—1.1
Bengal	—3.0	—0.3	—0.5	+0.7	+1.7	+1.6	—2.9	—0.4
Orissa	—4.8	—1.6	—1.1	+1.4	+0.3	—2.8	—8.1	—2.4
Bihar	—6.0	—1.9	—1.8	+0.4	+1.2	+0.1	—1.8	—1.4
Chota Nagpur	—5.9	—3.5	—3.7	—0.7	—0.1	—5.3	—7.7	—3.8
N.-W. P. and Oudh	—2.2	+1.5	+1.6	+0.8	—5.1	—4.3	—4.2	—1.7
Punjab	+2.1	—2.4	—2.6	—9.7	—10.1	—7.7	—5.8	—5.2
Sind	+3.7	+2.3	+1.0	—6.2	—3.9	—6.4	—3.3	—1.8
Rajputana	+4.3	+4.1	+3.1	—6.8	—7.9	—5.5	—4.6	—1.9
Gujarat	+3.6	+3.5	+4.7	—1.3	—2.1	—5.0	—2.9	+0.5
Central India	+3.8	+3.7	+3.5	+1.2	—6.2	—4.5	—4.4	—0.4
Central Provinces	+0.2	+0.1	+1.8	+1.9	—0.4	—5.1	—8.6	—1.4
Berar	—0.3	0	+0.8	+1.1	+1.9	—5.0	—18.8	—2.9
West Coast	—2.4	—0.7	—0.3	—1.4	—1.8	—1.5	—2.6	—1.5
Bombay Deccan	—0.7	—1.9	—2.6	—2.6	—2.6	—5.3	—9.5	—3.5
Mysore	—6.4	—8.0	—3.6	—3.8	—3.7	—2.6	—2.9	—4.4
Madras Coast	—2.8	—4.2	—3.5	—1.9	+0.7	—1.4	—3.2	—2.3
Madras Deccan	—6.9	—10.5	—8.1	—6.7	—4.5	—4.8	—4.4	—6.6
South India	—10.8	—9.6	—6.4	—5.7	—3.9	—2.7	—2.5	—5.9
Mean for whole of India	—1.7	—1.5	—0.8	—2.0	—2.3	—3.3	—4.8	—2.3

The mean temperature of the whole country was lower than usual on each day of the week, the deficiency ranging from 0.8° on the 18th to as much as 4.8° on the 22nd. The provincial variations show that the heat during the week was greater than usual in Burma, was about normal in Bengal, Gujarat and Central India and was less than usual elsewhere, the deficiency being very large in the case of the Punjab, the Madras Deccan and South India.

The following were the highest maxima reported on each day, the reading, as was natural under the conditions disclosed in the above table, having been in no case very high :

April 16th	.	.	.	.	.	107·8°	at Ahmedabad.
" 17th	.	.	.	.	.	108·6°	" Deesa.
" 18th	.	.	.	.	.	109·8°	" Ahmedabad.
" 19th	.	.	.	.	.	108·7°	" Bhavnagar.
" 20th	.	.	.	.	.	108·9°	" Gaya.
" 21st	.	.	.	.	.	106·6°	" Mandalay.
" 22nd	.	.	.	.	.	105·6°	" Minbu.

**Rain.**—The rainfall during the week under review has been as general and widespread as during the preceding week, but, on the whole, the amount has been less and the rainfall lighter. Most of the rainfall in the north-west was connected with the depressions which appeared during the week on the frontier and thence passed eastward across North-West India to the Gangetic Plain, while the rainfall over the Peninsula was apparently attributable to the moist easterly winds which blew from the Bay across the southern half of India. In North-East India, Assam and Burma most of the rainfall occurred during thunderstorms. The rainfall returns for the week show that over Burma what rain fell occurred on the 21st and 22nd; in Assam the rainfall was spread out throughout the week; in Bengal the fall occurred mainly on the 18th and on the 21st and 22nd; in Bihar and Upper India the rain occurred principally on the 18th and 19th; in Malabar rain fell on most days of the week, and in Mysore, the Deccan and the Konkan the rainfall was spread out throughout the week; in the central parts of India rain fell generally on the 20th, 21st and 22nd, while over the Madras Presidency the fall occurred chiefly on the 16th, 17th and 18th and on the 22nd.

The rainfall table at the close of the summary shows that rain during the week fell in no less than forty-nine of the rainfall divisions, but of these forty-nine divisions, ten report an average actual rainfall of less than one-tenth of an inch, so that in these divisions—*viz.*, Upper Burma, South Oudh, the west of the North-West Provinces, the two submontane divisions of the North-West Provinces, the South-East Punjab, the South Punjab, the West Punjab, Baluchistan and Central India (East) as well as in Deltaic Burma, Central Burma, the central division of the North-West Provinces, Gujarat, Kathiawar, Sind, the east of Rajputana and the west of Central India and west Rajputana the rainfall of the week has been actually or practically *nil*. In all the remaining divisions more or less effective rain has been received, the average actual amounts varying from 6·67 inches in the Surma Valley of Assam and 4·22 inches in Malabar, to 0·10 inch in South Bihar and 0·11 inch in Tenasserim, the east of the North-West Provinces and the submontane division of the Punjab. The second column of the table shows that during the week under review showers are anticipated in nearly all parts of the Indian region, while the third column shows that, on the whole, but particularly over North-East India and the Peninsula, the actual rainfall has been heavier than the normal. The excess is greatest in the Surma division of Assam (+4·16 inches), but in Malabar (+3·45 inches), the Konkan (+3·16 inches), the central division of the



East Coast (+3.01 inches) and the south division of the East Coast (+2.67 inches) it is large and is more than 1 inch in the case of South-Central Madras, Coorg, Mysore, the Bombay Deccan, the north of the East Coast, Central Madras and South Madras. In Burma, the hill division of Assam and some divisions in North-West India the small average fall for the week was not reached.

The following were the principal large totals recorded at individual stations during the week:

Assam	Karimgunj	11.29 inches.
Bengal	Pirojpur (Barisal)	3.82 "
	Basirhat (24-Parganas)	5.49 "
N.-W. P.	Robertsgunj (Mirzapur)	1.01 "
Punjab	Kharian (Gujarat)	0.93 "
	Abbottabad	2.71 "
Malabar	Suddur	10.43 "
Mysore	Holalkere (Chitaldroog)	5.80 "
Konkan	Mandangad (Ratnagiri)	13.48 "
Deccan	Godag (Dharwar)	6.01 "
Berar	Karinja (Amraoti)	2.53 "
Madras	Chodavaram (Godaveri)	5.16 "
	Vinukonda (Kistna)	7.22 "
	Vedaramen (Tanjore)	8.66 "

The three concluding columns of the table exhibit the actual and normal rainfall for the period from the 26th February to the 22nd April, and show that the rainfall has been heavier than usual over Assam, Bengal, Bihar, the east and east submontane divisions of the North-West Provinces, the east of the Central Provinces, Sind and nearly all the Peninsular divisions, while Burma, the Gangetic Plain, the Punjab, the west and centre of the Central Provinces, Gujarat, Kathiawar, Baluchistan, Central India and Rajputana have all received less than the usual amount of rain. The excess over the Peninsula is very large and is mainly attributable to the heavy rainfall of the past two weeks.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING APRIL 22ND, 1899.			RAINFALL DATA FROM FEBRUARY 26TH TO APRIL 22ND, 1899.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, February 26th to April 22nd.	Excess or de- fect of (seu- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim . . . . .	0'11	1'08	- 0'97	0'41	2'53	- 84
	2. Lower Burma Deltaic . . . . .	0	0'36	- 0'36	0'30	1'33	- 77
	3. Central do. . . . .	0	0'21	- 0'21	0'50	0'59	- 15
	4. Upper do. . . . .	0'06	0'36	- 0'30	0'28	1'24	- 77
	5. Arakan . . . . .	0'23	0'54	- 0'31	0'74	1'13	- 35
BENGAL AND ASSAM	6. Eastern Bengal . . . . .	1'37	0'92	+ 0'45	7'52	5'06	+ 49
	7. Assam Surma . . . . .	6'67	2'51	+ 4'16	22'04	19'62	+ 12
	8. Do. Hills . . . . .	0'49	1'77	- 1'28	18'47	10'21	+ 81
	9. Do. Brahmaputra . . . . .	1'79	1'51	+ 0'28	11'78	8'35	+ 41
	10. Deltaic Bengal . . . . .	0'89	0'54	+ 0'35	4'33	3'28	+ 32
	11. Central do. . . . .	0'50	0'27	+ 0'23	2'21	1'80	+ 23
	12. North do. . . . .	0'78	0'62	+ 0'16	5'88	2'91	+ 102
	13. Bengal Hills . . . . .	0'74	0'89	- 0'15	5'88	4'51	+ 30
	14. Orissa . . . . .	1'28	0'34	+ 0'94	3'86	1'91	+ 102
	15. Chota Nagpur . . . . .	0'58	0'13	+ 0'45	2'48	1'42	+ 75
NORTH-WESTERN PROVINCES AND OUDH.	16. South Bihar . . . . .	0'10	0'06	+ 0'04	0'83	0'54	+ 54
	17. North do. . . . .	0'20	0'11	+ 0'09	1'75	0'75	+ 133
	18. N.-W. P. East . . . . .	0'11	0'02	+ 0'09	0'54	0'37	+ 46
	19. South Oudh . . . . .	0'01	0'01	0	0'34	0'40	- 15
	20. North do. . . . .	0'16	0'01	+ 0'15	0'54	0'56	- 4
	21. N.-W. P. Central . . . . .	0	0'03	- 0'03	0'32	0'39	- 18
	22. Do. West . . . . .	0'01	0'02	- 0'01	0'29	0'59	- 51
	23. Do. East Submontane . . . . .	0'09	0'05	+ 0'04	1'02	0'52	+ 96
	24. Do. West do. . . . .	0'07	0'02	+ 0'05	0'52	1'22	- 57
	25. Do. Hills . . . . .	0'27	0'17	+ 0'10	1'5	3'59	- 49
PUNJAB	26. South-East Punjab . . . . .	0'05	0'04	+ 0'01	0'31	0'74	- 58
	27. South do. . . . .	0'03	0'07	- 0'04	0'10	0'36	- 88
	28. Central do. . . . .	0'21	0'12	+ 0'09	0'86	1'75	- 51
	29. Punjab Submontane . . . . .	0'11	0'12	- 0'01	0'53	1'70	- 69
	30. Do. Hills . . . . .	0'39	0'29	+ 0'10	1'06	4'14	- 74
	31. North Punjab . . . . .	0'90	0'30	+ 0'60	2'45	3'92	- 38
	32. West do. . . . .	0'06	0'06	0	0'27	0'88	- 69
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	33. Malabar . . . . .	4'22	0'77	+ 3'45	10'20	2'72	+ 275
	34. Madras South-Central . . . . .	1'57	0'51	+ 1'06	5'38	2'03	+ 165
	35. Coorg . . . . .	1'72	0'53	+ 1'19	6'23	2'56	+ 139
	36. Mysore . . . . .	2'05	0'36	+ 1'69	3'36	1'01	+ 282
	37. Konkan . . . . .	3'21	0'05	+ 3'16	3'39	0'15	+ 2160
	38. Bombay Deccan . . . . .	1'19	0'13	+ 1'06	1'79	0'57	+ 214
	39. Hyderabad North . . . . .	...	...	...	...	...	...
CENTRAL PROVINCES AND BERAR.	40. Khandesh . . . . .	0'51	0'03	+ 0'48	0'55	0'12	+ 358
	41. Berar . . . . .	0'71	0'05	+ 0'66	0'83	0'34	+ 144
	42. Central Provinces West . . . . .	0'13	0'05	+ 0'08	0'27	0'48	- 44
	43. Do. do. Central . . . . .	0'15	0'04	+ 0'11	0'40	0'76	- 47
BOMBAY (NORTH)	44. Do. do. East . . . . .	0'59	0'07	+ 0'52	1'45	1'08	+ 34
	45. Gujarat . . . . .	0	0	0	0	0'01	- 100
	46. Kathiawar . . . . .	0	0'04	- 0'04	0	0'26	- 100
	47. Sind . . . . .	0	0'02	- 0'02	0'67	0'35	+ 91
RAJPUTANA AND CEN- TRAL INDIA.	48. Baluchistan Hills . . . . .	0'04	0'23	- 0'19	2'21	3'29	- 33
	49. Central India East . . . . .	0'01	0'02	- 0'01	0'07	0'22	- 68
	50. Rajputana East, Central India West. . . . .	0	0'01	- 0'01	0'02	0'22	- 91
	51. West Rajputana . . . . .	0	0'02	- 0'02	0	0'28	- 100
MADRAS	52. East Coast North . . . . .	0'38	0'22	+ 0'16	2'32	0'92	+ 152
	52-A. Do. do. (a) . . . . .	1'30	0'67	+ 0'63	2'40	2'25	+ 7
	53. Hyderabad South . . . . .	0'77	0'13	+ 0'64	1'05	1'10	- 5
	54. Madras Central . . . . .	1'62	0'16	+ 1'46	1'88	0'40	+ 370
	55. East Coast Central . . . . .	3'10	0'09	+ 3'01	3'25	0'46	+ 607
	56. Do. South . . . . .	2'80	0'13	+ 2'67	4'08	0'68	+ 500
	57. Madras South . . . . .	1'57	0'42	+ 1'15	6'66	2'12	+ 214

W. L. DALLAS,  
for Meteorological Reporter to the  
Government of India.  
T. W. HOLDERNESS,  
Secretary to the Government of India.

SIMLA, 27th April, 1899.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 22nd April.*—The rainfall of the week was exceptionally heavy throughout the Presidency, except in Tinnevely, where it was normal. The water-supply is sufficient and freshets have occurred in some rivers. Ploughing is in progress in many places. The standing crop is in good condition. The harvest continues with normal yield. Pasture is scarce, but fodder is sufficient. Cattle are in normal condition. Prices have fallen slightly in the northern half of the Presidency and are almost stationary elsewhere.

**Bombay.**—*For week ending 26th April.*—The rainfall was almost general in the Konkan, Deccan, and Karnatic; heavy in parts of Konkan; and moderate or light elsewhere. Cotton in parts of Dharwar has been damaged by rain. Reaping of late crops continues in five and cotton-picking in three districts. Preparations for the next season are progressing generally. The fodder-supply is sufficient, except in parts of Sind. Agricultural stock is healthy. Prices have risen in five and fallen in six districts; elsewhere they are stationary.

**Bengal.**—*For week ending 24th April.*—There was rain in almost every district during the week and agricultural prospects are favourable. Ploughing is general and the sowing of autumn rice and jute is going on in several districts. Sugarcane is still being planted in some districts and *cheena* (*Panicum frumentaceum*) is being sown in Bihar. The harvesting of the spring rice is progressing. There is no want of fodder, and the general condition of cattle is good. The price of common rice is practically stationary.

**North-Western Provinces and Oudh.**—*For week ending 26th April.*—Light showers are reported from some districts and were in a few accompanied by hail. Threshing and winnowing of the spring crops are in progress and nearing completion in parts. Extra crops and sugarcane are being irrigated. Indigo sowings continue. Prospects are favourable; supplies and fodder are sufficient; and prices are stationary to falling.

**Punjab.**—*For week ending 26th April.*—Rain has fallen in Rawalpindi and in parts of Delhi, Ferozepore, Lahore, Amritsar, Sialkot, and Dera Ismail Khan districts. Harvesting of spring crops, sowing of extra spring crops, and irrigation of sugarcane and cotton crops continue. Sowings of rice have commenced in Peshawar. The condition of the standing crops is generally average on irrigated and below average or poor on unirrigated areas. The condition of cattle is said to be poor in Delhi and in parts of Dera Ismail Khan and fair elsewhere. Fodder is reported sufficient in all districts, except in Delhi, Umballa, Shahpur, and in parts of Dera Ismail Khan. Prices, generally of wheat, are rising in Rawalpindi, Peshawar, and Dera Ismail Khan; falling in Umballa, Jullundur, Lahore, Amritsar, and Sialkot; and are unchanged elsewhere. Wheat is selling from 16½

to 21, gram 19½ to 23, barley 30 to 32, bulrush-millet 19 to 23½, maize 28 to 38, great millet 20 to 32, and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 25th April.*—The weather has been occasionally stormy during the week. In the Nagpur country rain has fallen in nine districts causing a fall in the temperature, but the days are now growing hot again. Threshing of spring crops is reaching completion. The rain is reported to have damaged unthreshed crops in the Simga tahsil of Raipur. Sugarcane planting continues in Sambalpur. In Saugor and Damoh forest concessions afford much relief to labourers in the collection of *mahua* (*Bassia latifolia*) and other forest products. Village relief is in progress in both districts. The water-supply is becoming scarce in parts of Mandla, Betul, Chanda, and Chhindwara. Fodder is scarce in parts of seven districts and grain stocks are also insufficient in the Hinganghat tahsil of Wardha. The price of wheat, gram, rice, and *juar* has fallen in some districts and has risen in others. The cheapest prices are—wheat 20, gram 35, rice 20, and *juar* 30 seers per rupee; the dearest prices are—wheat 12½, gram 18, rice 10, and *juar* 22 seers per rupee.

**Burma.**—*For week ending 22nd April.*—In Upper Burma reaping of dry weather paddy is progressing in Mandalay, Sagaing, and Kyaukse, and the crop is in ear in Thayetmyo and Bhamo. Miscellaneous crops are still being harvested in some districts. Clearing and burning for cultivation of hill paddy are in progress in Bhamo, Myitkyina, the Ruby Mines district, and the Southern Shan States. The standing crops are in fair or good condition except in parts of Mandalay. The price of paddy has fallen slightly in Rangoon, Prome, Bassein, Henzada, and Amherst and has risen in Thongwa; elsewhere it is unchanged.

**Assam.**—*For week ending 25th April.*—The weather is too cold and wet for the growth of tea in Cachar, Sibsagar, and Lakhimpur; elsewhere the prospects of tea are fair. Sowing of early rice, planting of sugarcane, and plucking and manufacture of tea are in progress. Land is being prepared for late rice. Reaping of low land transplanted rice has commenced in Sylhet. Pressing of sugarcane still continues in places and the outturn is generally good. Sowing of jute continues in Sylhet and Goalpara. Prices—common rice—Silchar, Dhubri, Tezpur, and Nowgong 16; Sylhet 18; Gauhati 15; Sibsagar 12; and Dibrugarh 14 seers per rupee.

**Mysore and Coorg.**—*For week ending 26th April.*—**MYSORE:** Rainfall—six cents in the Civil and Military station and general good rain in parts of Bangalore, Tumkur, Hassan, Chitaldrug, Kadur, and Shimoga. Prices have slightly risen in Bangalore, Kolar, Hassan; and have fallen in Mysore and Kadur. *Ragi* (*Eleusine coracana*) has been sown in Kolar and Mysore.

**COORG:** Rainfall—29 cents. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 26th April.*—**BERAR:** The weather is warm and cloudy. Ploughing of fields for the rain crop is in progress. Fodder and water scarcity prevails in parts of the Province. Prices are almost steady.



**HYDERABAD:** Rainfall during the week 25 cents. The spring harvest is nearly over and the winter rice harvest has commenced in parts. Prices of grain are almost steady. Prices—wheat 10, coarse rice  $10\frac{1}{4}$ , and *jowari*  $24\frac{3}{4}$  seers per current sicca rupee.

**Central India.**—*For week ending 25th April.*—No rain fell in Central India during the week. Agricultural operations have been completed in Bundelkhand and are in progress elsewhere. The crops, agricultural stock, and pasturage are in fairly good condition. Prices are about normal in Bundelkhand; normal elsewhere. The condition of opium is good in Gwalior and fair in Malwa.

**Rajputana.**—*For week ending 26th April.*—Agricultural operations are progressing satisfactorily, except in Merwara. Sowings have commenced in Sirohi and ploughing and manuring lands in Jhallawar; and breaking up of the soil for the next crop is in progress in parts of Ajmere-Merwara. The harvesting of crops is approaching completion. Cattle are in poor condition in Marwar, Haraoti, and Ajmere; elsewhere they are in good condition. Fodder scarcity prevails in the States reported last week. Prices are rising in Meywar; falling in Jhallawar; and are steady elsewhere. Nineteen persons emigrated from Ajmere and 11 from Merwara during the week. The total emigration from Ajmere-Merwara up to date numbers 4,371. The numbers employed on relief works were—456 in Ajmere; 3,327 in Merwara; and 965 in Marwar. Prices—Ajmere  $20\frac{1}{2}$ , Beawar 22, Marwar 15 seers per rupee.

**Kashmir.**—*For week ending 25th April.*—Rain fell during the week. Prospects of the spring crops are excellent. Prices continue below normal. Rice—27 seers per rupee.

**JAMMU PROVINCE.**—*For week ending 26th April.*—No rain. Prices are generally stationary. Prices—wheat 17 and maize 25 seers per rupee. The condition of the standing crops is fair. Fodder is scarce.

**Nepal.**—*For week ending 22nd April.*—Rainfall 0·14 inch. The weather is stormy with high winds. Crop prospects continue good. Price of rice  $9\frac{1}{2}$  seers per rupee.

T. W. HOLDERNESS,  
*Secretary to the Government of India.*

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 16TH APRIL 1898, AND FROM 1ST JANUARY TO 15TH APRIL 1899.**

N.B.—As regards the figures in column *Total earnings from 1st January 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st half of 1898.	WEEK ENDING 16TH APRIL 1898.				WEEK ENDING 15TH APRIL 1899.				Earnings from 1st January to 16th April 1898.	Earnings from 1st January to 15th April 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State Lines worked by companies.													
Standard gauge—													
East Indian	694	1,740	Rs. 12,55,405	Rs. 721	1,717	Rs. 12,74,000	Rs. 729	Rs. 1,87,11,489	Rs. 1,88,90,000	1,78,511	Rs.		
Bengal Central	162	125	14,924	119	125	14,600	117	3,21,103	3,13,000			8,108	
Bengal-Nagpur	181	862	2,20,650	256	1,186	1,82,000	153	24,52,390	28,93,000	4,40,610			
Indian Midland (including Bhopal-Itarsi)	171	800	1,32,529	166	863	1,45,000	167	19,67,777	21,14,000	1,46,223			
Bezawda extn. (East Coast State)	191	21	4,395	209	21	2,800	133	66,157	44,700			21,457	
Washermenpet-Ennūr sec. (Bez.-Mad.)	119	9	910	101	9	900	100	15,737	17,200	1,463			
Metre gauge—													
Rajputana-Malwa (inclgd. G.-R.-Nagda)	264	1,815	4,39,528	242	1,815	4,23,000	233	64,09,777	73,25,000	9,15,223			
Palampur-Deesa	44	17	718	42	17	800	47	8,805	11,200	2,395			
South Indian	161	1,042	1,67,388	161	1,028	1,54,000	151	23,72,976	22,95,000			76,970	
Máyavaram-Mutpet	83	54	4,527	84	54	3,800	70	67,626	63,600			4,026	
Southern Mahratta (inclgd. G.-M. Fron. sec.)	103	1,165	1,32,305	114	1,165	1,20,000	103	17,11,036	16,19,000			92,600	
Mysore section (Southern Mahratta)	107	296	34,307	116	296	18,700	63	4,86,443	2,65,000			2,21,440	
Bengal and North-Western system	162	854	1,44,924	170	1,082	1,56,000	144	20,68,971	21,40,000	71,029			
Lucknow-Bareilly	106	231	22,339	97	231	26,800	116	3,32,555	3,60,000	27,445			
Assam-Bengal	90	286	23,800	83	415	30,900	74	3,98,768	5,12,000	1,13,232			
Burma	223	936	1,48,328	158	936	1,58,000	169	33,22,539	29,34,000			3,88,539	
TOTAL	266	10,253	27,46,977	268	10,990	27,11,300	247	4,07,14,184	4,18,00,700	10,86,516			
State Lines worked by the State.													
Standard gauge—													
North Western (a)	287	2,886	7,10,912	246	2,959	6,25,000	211	1,20,10,748	1,00,29,000			19,81,748	
Oudh and Rohilkhand (inclgd. m. g. link)	217	1,019	2,17,264	214	1,013	2,57,000	254	23,84,336	20,39,000	1,51,664			
Eastern Bengal (inclgd. metre & 2' 6")	319	818	2,15,678	264	834	2,04,000	245	43,11,413	36,35,000			6,76,413	
East Coast (b)	116	536	63,087	118	795	92,700	117	9,63,879	11,65,000	2,01,121			
Special gauges—													
Jorhát	66	28	1,100	39	28	900	32	28,612	25,400			3,212	
Cherra-Companyganj	20	...	...	...	...	(c)	...	(d) 424	(e) 6,400	5,976			
TOTAL	261	5,284	12,08,052	229	5,629	11,79,600	210	2,01,99,412	1,78,96,800			23,02,612	
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	514	1,491	9,10,627	611	1,491	7,28,000	488	1,14,62,106	1,28,97,000	14,34,894			
Bombay, Baroda and Central India	775	461	4,03,500	875	461	3,72,000	807	42,98,383	48,74,000	5,76,632			
Madras	258	840	2,12,100	253	840	1,87,000	223	32,09,929	27,13,000			4,96,929	
TOTAL	480	2,792	15,26,227	547	2,792	12,87,000	461	1,87,70,403	2,04,84,000	17,13,597			
TOTAL (GUARANTEED AND STATE)	297	18,324	54,81,256	299	19,411	51,77,900	267	7,98,83,999	8,01,81,500	2,97,301			
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	217	162	30,682	189	162	28,400	175	5,80,596	4,16,000			1,64,596	
Tarkessur	320	22	14,480	639	22	14,200	615	1,21,900	1,13,000			8,900	
Southern Punjab (Delhi-Samāsata)	75	400	25,048	65	423	28,500	67	2,87,178	3,60,000	72,822			
Tapti Valley	...	...	...	...	36	1,800	50	...	24,500			...	
Metre gauge—													
Brahmaputra-Sultanpur	...	...	...	...	25	800	32	...	(f) 1,600	1,600			
Mymensingh-Jamalpur-Jagannathganj	...	...	...	...	33	1,200	36	...	19,900	19,900			
Rohilkhand and Kumaon (Co.'s sec.)	137	66	11,376	172	66	9,000	136	1,23,814	1,22,000			1,814	
Segowlie-Raxaul	...	...	...	...	18	700	39	...	(g) 3,400	3,400			
Bengal Doonars	166	36	2,083	58	36	1,900	53	50,575	41,100			9,475	
Dibrn-Sadiya	200	78	15,993	205	78	17,600	226	2,37,777	2,68,000	30,223			
Ahmedabad-Parāntij	59	55	3,882	71	55	3,300	60	37,537	40,800	12,263			
Special gauges—													
Darjeeling-Himalayan	266	51	14,301	292	51	11,000	216	1,84,758	1,70,000			14,758	
Bārsi	156	21	4,685	223	21	3,500	167	53,129	60,300	7,171			
TOTAL	135	891	1,24,010	139	1,026	1,21,900	119	16,77,324	16,49,600			27,724	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonā	31	74	2,410	33	74	2,900	39	31,088	69,100	38,062			
Bhopal-Ujjain	76	114	10,359	91	114	13,300	117	1,27,169	1,66,000	38,831			
Nagda-Ujjain	86	35	3,211	92	34	2,300	68	38,981	32,800			6,181	
The Nizam's guaranteed state	235	334	78,452	235	331	64,600	193	11,50,375	11,25,000			25,375	
The Gaekwar's Petlād	70	13	1,080	83	13	1,100	85	8,235	13,900	5,665			
Rājputra-Bhātinda	140	108	12,242	113	108	10,200	94	2,13,515	1,61,000			52,515	
Kolar Gold-fields	408	10	3,723	372	10	3,200	320	60,865	47,200			13,665	
Metre gauge—													
Yasvantpur-Mysore Frontier section (inclgd. M.-Nanjangūd)	71	66	4,667	71	66	3,100	47	68,134	42,100			26,034	
The Gaekwar's Mehsāna	81	93	7,504	81	93	6,400	69	96,609	1,01,000	4,391			
Kolhāpur	55	29	2,264	78	29	2,300	79	22,315	36,300	13,985			
Special gauges—													
The Gaekwar's Dabhoi	58	79	4,613	58	79	5,300	67	55,047	60,300	5,253			
Rajpipla	13	19	283	15	24	700	29	2,908	11,000	8,092			
Cooch Behar	63	22	1,262	57	25	1,300	52	23,256	19,900			3,356	
TOTAL	133	996	1,32,061	133	1,003	1,16,700	116	18,98,987	18,85,600			12,787	
Lines owned & worked by n. states.													
Metre gauge—													
Bhāvnagar-Gondal-Junāgad-Porbandar	126	334	52,565	157	334	42,900	128	5,19,995	6,07,000	87,005			
Jetalpur-Rājkot	80	46	3,715	81	46	4,600	100	51,131	59,300	8,169			
Jāmāgar	38	54	2,576	48	54	2,600	48	27,019	33,700	6,681			
Dhāragadā	...	...	...	...	21	1,500	71	...	21,300			...	
Jodhpore-Bickaneer	66	364	24,215	67	407	23,500	82	3,53,438	5,76,000	2,22,562			
Odeypore-Chitor	42	60	2,408	40	60	2,400	40	31,635	45,400	13,765			
Special gauge—													
Morvi	82	94	6,616	70	94	7,900	84	88,825	1,20,000	31,175			
TOTAL	86	952	92,095	97	1,016	95,400	94	10,72,043	14,62,700	3,90,657			
GRAND TOTAL	273	21,165	58,29,422	275	22,456	55,11,900	245	8,43,31,753	8,51,79,400	6,47,647			

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rys.

(b) Includes Bezawda-Madras ry.

(c) Closed for traffic owing to floods.

(d) From 9th to 31st March 1898.

(e) From 1st January to 31st March 1899.

(f) From 1st to 15th April 1899.

(g) From 1st March to 15th April 1899.

SIMLA, the 26th April, 1899.

W. J. McELHINNY, Captain, R.E.,  
Offg. Under Secy. to the Govt. of India.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. II of 1893-1900.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total earnings from 1st April 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98	WEEK ENDING 16TH APRIL 1898.				WEEK ENDING 15TH APRIL 1899				Earnings from 1st to 16th April 1898.	Earnings from 1st to 15th April 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.													
Standard gauge—	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
East Indian	654	1,740	12,55,405	721	1,747	12,74,000	729	28,40,324	27,39,000	1,01,324			
Bengal Central	183	125	14,924	119	125	14,800	117	38,794	34,400	4,394			
Bengal-Nagpur	179	862	2,20,650	256	1,186	1,82,000	153	4,64,895	3,98,000	68,895			
Indian Midland (including Bhopal-Itarsi)	155	800	1,32,529	166	868	1,45,000	167	3,06,127	3,00,000	6,127			
Bezwada extn. (East Coast State)	175	21	4,395	209	21	2,800	133	12,553	6,600	5,953			
Washermenpet-Ennār sec. (Bez.-Mad.)	135	9	910	101	9	900	110	2,234	2,000	234			
Nire gauge—													
Rajputana-Malwa (incldg. G.-R.-Nāgdā)	210	1,815	4,39,528	242	1,815	4,23,000	238	10,34,741	9,54,000	80,741			
Palampur-Deesa	44	17	718	42	17	800	47	1,578	1,600	22			
South Indian	166	1,042	1,67,388	161	1,023	1,54,000	151	3,85,201	3,38,000	47,201			
Mayyaram-Mutput	92	54	4,527	84	54	3,800	70	13,067	9,800	3,267			
Southern Mahratta (incldg. G.-M. Fron. sec.)	113	1,165	1,32,305	114	1,165	1,20,000	103	3,27,545	2,58,000	69,545			
Mysore section (Southern Mahratta)	123	296	34,307	116	296	18,700	63	77,793	38,800	38,993			
Bengal and North-Western system	147	854	1,44,924	170	1,082	1,56,600	144	3,40,129	3,26,000	14,129			
Lucknow-Bareilly	81	231	22,339	97	231	26,800	116	52,303	53,300	5,997			
Assam-Bengal	73	286	23,800	83	415	30,900	74	64,648	64,000	648			
Burma	186	936	1,48,328	158	936	1,58,000	169	3,90,609	3,57,000	33,609			
TOTAL	243	10,253	27,46,977	268	10,990	27,11,300	247	63,52,541	58,83,500	4,69,041			
State lines worked by the State.													
Standard gauge—													
North Western (a)	236	2,886	7,10,913	246	2,959	6,25,000	211	18,21,003	14,61,000	3,60,003			
Oudh and Rohilkhand (incldg. m. g. link)	195	1,013	2,17,264	214	1,013	2,57,000	254	4,98,687	4,80,000	18,687			
Eastern Bengal (incldg. metre & 2' 6")	362	818	2,15,678	264	834	2,04,000	245	5,34,919	4,80,000	54,919			
East Coast (b)	106	536	63,097	118	795	92,700	117	1,41,784	1,97,700	52,916			
Nire gauge—													
Jorhat	69	28	1,100	39	28	900	32	3,128	2,500	628			
Cherra-Companyganj	44	...	...	...	...	...	...	...	...	...			
TOTAL	235	5,281	12,08,052	229	5,629	11,79,600	216	29,92,511	26,21,200	3,71,311			
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	381	1,491	9,10,627	611	1,491	7,28,000	488	20,86,021	15,57,000	5,29,021			
Bombay, Baroda and Central India	586	461	4,03,500	875	461	3,72,000	807	9,25,750	7,39,000	1,86,750			
Madras	261	840	2,12,100	253	840	1,87,000	223	4,96,286	4,14,000	82,286			
TOTAL	349	2,792	15,26,227	547	2,792	12,87,000	461	35,08,057	27,10,000	7,98,057			
TOTAL (GUARANTEED AND STATE)	262	18,326	54,81,256	299	19,411	51,77,900	267	1,28,53,100	1,12,14,700	16,38,400			
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	207	162	30,682	189	162	28,400	175	79,173	72,200	6,973			
Tarapur	278	22	14,490	639	22	14,200	645	28,576	26,500	2,076			
Southern Punjab (Delhi-Samāṣata)	42	400	25,948	65	423	28,500	67	57,562	60,400	2,838			
Tapti Valley	...	...	...	...	36	1,800	50	...	3,800	...			
Nire gauge—													
Brahmaputra-Sultanpur	...	...	...	...	25	800	32	...	1,600	...			
Mymensingh-Jamalpur-Jagannathganj	...	...	...	...	33	1,200	36	...	2,600	...			
Rohilkhand and Kumaon (Co.'s sec.)	121	66	11,376	172	66	9,000	136	30,791	19,800	10,991			
Segowlic-Raxaul	...	...	...	...	18	700	39	...	1,400	...			
Bengal Doonars	140	36	2,083	58	36	1,900	53	5,309	5,600	291			
Dibru-Sadiya	198	78	15,963	205	78	17,600	226	37,918	37,000	918			
Ahmedabad-Parāntij	45	55	3,882	71	55	3,300	60	7,849	6,700	1,149			
Nire gauge—													
Darjeeling-Himalayan	274	51	14,901	292	51	11,000	216	42,989	25,000	17,989			
Bāsi	125	21	4,685	223	21	3,500	167	9,487	7,400	2,087			
TOTAL	147	891	1,24,010	139	1,026	1,21,900	119	2,89,624	2,70,000	19,624			
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonā	26	74	2,410	33	74	2,900	39	6,095	7,100	1,005			
Bhopal-Ujjain	61	114	10,350	91	114	13,300	117	21,282	26,900	5,618			
Nagda-Ujjain	60	35	3,211	92	34	2,300	68	7,502	4,900	2,602			
The Nizam's Guaranteed State	211	334	78,452	235	334	64,600	193	1,92,792	1,48,000	44,792			
The Gaekwar's Petlād	84	13	1,080	83	13	1,100	85	2,334	2,500	166			
Rajpura-Bhatinda	122	108	12,242	113	108	10,200	94	28,789	23,500	5,289			
Kolar Gold-fields	402	10	3,723	372	10	3,200	320	8,745	6,700	2,045			
Nire gauge—													
Yavatpur-Mysore Frontier section (incldg. M.-Nanjānād)	84	66	4,667	71	66	3,100	47	12,190	7,100	5,090			
The Gaekwar's Mehsāna	71	93	7,504	81	93	6,400	69	17,453	14,600	2,853			
Kolhapur	57	29	2,264	78	29	2,300	79	4,415	5,100	685			
Nire gauge—													
The Gaekwar's Dabhoi	51	79	4,613	58	79	5,300	67	10,549	9,600	949			
Rajpipla	11	19	283	15	24	700	29	669	1,800	1,131			
Cooch Behar	54	22	1,262	57	25	1,300	59	3,516	4,300	784			
TOTAL	120	996	1,32,061	133	1,003	1,16,700	116	3,16,331	2,62,100	54,231			
Lines owned & worked by n. states.													
Nire gauge—													
Bhāvnagar-Gondal-Junāgad-Porbandar	97	334	52,565	157	334	42,900	128	1,09,250	91,000	18,250			
Johalsar-Rajkot	82	46	3,715	81	46	4,600	100	8,603	9,000	397			
Jamnagar	38	54	2,576	48	54	2,600	48	5,748	5,500	248			
Dhringadā	...	...	...	...	21	1,500	71	...	3,300	...			
Jodhpore-Bikaner	62	364	24,215	67	407	33,500	82	54,956	78,000	23,044			
Oodypore-Chitor	38	60	2,408	40	60	2,400	40	5,360	5,200	160			
Nire gauge—													
Morvi	83	94	6,616	70	94	7,900	84	15,988	17,600	1,612			
TOTAL	75	952	92,095	97	1,016	93,400	94	1,69,905	2,09,600	39,695			
GRAND TOTAL	247	21,165	59,29,422	275	22,456	55,11,900	245	1,38,08,969	1,19,36,400	18,72,569			

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rys.  
(b) Includes Bezwada-Madras ry.

(c) Closed for traffic owing to floods.

SIMLA, the 26th April, 1899.

W. J. McELHINNY, Captain, R.E.,  
Offg. Under Secy. to the Govt. of India.

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SUPPLEMENT TO

# The Gazette of India.

No. 18.}

CALCUTTA, SATURDAY, MAY 6, 1899.

## OFFICIAL PAPERS.

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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*No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

RETURNS OF ACCIDENTS ON INDIAN RAILWAYS FOR THE NINE MONTHS ENDING  
WITH THE 30th SEPTEMBER 1898.

No. 274 R. Stat., dated Simla, the 26th April 1899.

RESOLUTION—By the Government of India, Public Works Department.

Read again—

Government of India order No. 350 R. Stat., dated the 2nd September 1896.

Government of India order No. 132 R. Stat., dated the 6th March 1897.

Government of India order No. 153 R. Stat., dated the 22nd March 1898.

Read also—

The following note by the Director of Railway Traffic, dated the 17th April 1899, with abstract returns of accidents to trains, etc., on the open lines of railway in India for the nine months ending with the 30th September 1898.

*I.—Accidents to trains, rolling stock, permanent-way, etc.*

Accidents to trains, rolling stock, permanent-way, etc., during the nine months ending with the 30th September 1898, as shown under abstract No. 4 on

A

pages 910 and 911 of the accompanying returns, caused the death of 30 and injury to 99 persons. The table below shows that, while the number of persons both killed and injured was below the average of the corresponding periods of the three previous years, the total number of accidents was considerably above the average.

	NUMBER.			NUMBER OF PASSENGERS AND OTHERS.		NUMBER OF SERVANTS.		TOTAL ALL CLASSES.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act (IX of 1890).	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
<i>Standard gauge.</i>									
Nine months ending with the 30th September 1898 . . . . .	59	1,612	2,671	(a)10	(b)41	11	33	21	74
Average of the corresponding periods of the three previous years . . . .	78	1,925	2,003	(a)12	(c)58	6	20	18	78
<i>Metre gauge.</i>									
Nine months ending with the 30th September 1898 . . . . .	118	1,482	1,600	(d)1	(e)9	7	14	8	23
Average of the corresponding periods of the three previous years . . . .	83	1,573	1,656	(f)11	(a)22	4	10	15	32
<i>Special gauges.</i>									
Nine months ending with the 30th September 1898 . . . . .	18	50	68	(d)1	(g)2	...	...	1	2
Average of the corresponding periods of the three previous years . . . .	14	52	66	...	(d)1	...	2	...	3
Total all gauges for the nine months ending with the 30th September 1898 . . . . .	195	4,144	4,339	(b)12	(h)52	18	47	30	99
Average of the corresponding periods of the three previous years . . . .	175	3,550	3,725	(b)23	(i)81	10	32	33	113

(a) Out of these, four were not passengers.

(b) Out of these, six were not passengers.

(c) Out of these, five were not passengers.

(d) Not a passenger.

(e) Out of these, one was not a passenger.

(f) Out of these, two were not passengers.

(g) Not passengers.

(h) Out of these, nine were not passengers.

(i) Out of these, ten were not passengers.

2. The following table compares the variations in the mean mileage worked, the train-mileage run and the number of accidents with the average, and shows that, with an increase of 7·85 per cent. in the mean mileage worked and of 8·95 per cent. in the train-mileage run during the nine months ending with the 30th September 1898, the number of accidents increased by 614 or 16·48 per



cent., as compared with the average of the corresponding periods of the three previous years :

	INCREASE OR DECREASE AS COMPARED WITH THE AVERAGE OF THE THREE PREVIOUS YEARS.					
	ACCIDENTS.		MEAN MILEAGE.		TRAIN-MILEAGE.	
	Number.	Per cent.	Miles.	Per cent.	Miles.	Per cent.
Standard . . . . .	+668	+33'35	+974	+8'52	+3,756,588	+10'70
Metre . . . . .	-56	-3'38	+498	+6'23	+761,095	+4'88
Special . . . . .	+2	+3'03	+74	+27'72	+55,030	+15'33
TOTAL . . . . .	+614	+16'48	+1,546	+7'85	+4,572,713	+8'95

3. The following table shows the principal increases and decreases in the number of accidents of different classes on the standard and metre-gauge lines, as compared with the average of the corresponding periods of the three previous years. No noticeable variations occurred on the special gauge railways.

GAUGE AND CLASSIFICATION.	INCREASE OR DECREASE.			Percentage of increase or decrease.
	Serious.	Minor.	TOTAL.	
<i>Standard gauge.</i>				
Goods trains or parts of goods trains, engines, etc., leaving the rails . . . . .	-4	+29	+25	+26'60
Trains running over cattle on the line . . . . .	...	+159	+159	+17'49
The bursting of tubes, etc., of engines . . . . .	...	+137	+137	+182'67
The failure of machinery, springs, etc., of engines . . . . .	+1	+115	+116	+43'45
The failure of couplings . . . . .	-1	+64	+63	+116'67
Under the head " Other accidents " . . . . .	-1	+152	+151	+124'80
<i>Metre gauge.</i>				
Goods trains or parts of goods trains, engines, etc., leaving the rails . . . . .	+2	-15	-13	-19'70
Trains or engines travelling in the wrong direction through points . . . . .	...	-16	-16	-36'36
Trains running over cattle on the line . . . . .	-6	-55	-61	-6'67
The failure of machinery, springs, etc., of engines . . . . .	+3	-33	-30	-25'64
The flooding of portions of permanent-way . . . . .	+14	+13	+27	+75'00
Under the head " Other accidents " . . . . .	+2	+17	+19	+29'69

It will be observed from the foregoing that the increases on the standard gauge lines occurred under " Goods trains or parts of goods trains, engines, etc., leaving the rails," 25 accidents or 26'60 per cent.; under "Trains running over cattle on the line," 159 accidents or 17'49 per cent.; under "The bursting of tubes, etc., of engines," 137 accidents or 182'67 per cent.; under "The failure

of machinery, springs, etc., of engines," 116 accidents or 43·45 per cent.; under "The failure of couplings," 63 accidents or 116·67 per cent.; and under the head "Other accidents," 151 accidents or 124·79 per cent. On the metre gauge railways, the noticeable increases occurred under "The flooding of portions of permanent-way," 27 accidents or 75·00 per cent. and under the head "Other accidents," 19 accidents or 29·69 per cent.

4. Under the head "Goods trains or parts of goods trains, engines, etc., leaving the rails," the largest number, *vis.*, 40, occurred on the North Western State railway, next to that line come the Burma railways (metre gauge) with 19 accidents and the East Indian and Great Indian Peninsula railways with 18 and 17 accidents on each, respectively; under the head "The bursting of tubes, etc., of engines," the largest number, *vis.*, 90, occurred on the Madras railway; next to that line comes the North Western State railway with 73 accidents; under the head "The failure of machinery, springs, etc., of engines," the largest number, *vis.*, 114, occurred on the North Western State railway, next to that line come the East Indian with 77, the Madras with 55 and the Great Indian Peninsula railways with 54 accidents; under the head "The failure of couplings," the largest number, *vis.*, 50, occurred on the Bombay, Baroda and Central India railway; and under the head "Other accidents," the largest number, *vis.*, 125, occurred on the East Indian railway, and next to that line come the North Western State and the Great Indian Peninsula railways with 67 and 37 accidents on each, respectively. Of the increase under the head "The flooding of portions of the permanent-way" on the metre gauge railways, the largest number, *vis.*, 16, occurred on the Burma railways, next to that line comes the Eastern Bengal State railway (metre gauge section) with 13 accidents.

5. The number of cattle accidents was largest on the South Indian railway, *vis.*, 215; next comes the Eastern Bengal State railway (standard gauge section) with 189, then the Southern Mahratta railway with 177 accidents, the East Indian railway with 165, the North Western State railway with 157 and the Madras railway with 136.

In relation to the train-mileage run, the highest proportion was on the Bengal-Dooars railway, which gave an average of 1 accident in 5,345 train-miles run; the Assam-Bengal railway coming next with an average of 1 in 5,362; then the Cooch Behar, the Eastern Bengal (standard gauge section), the East Coast State and the Oodeypore-Chitor railways with averages of 1 in 6,543, 1 in 7,482, 1 in 8,537 and 1 in 8,680, respectively. The lowest proportion was on the Great Indian Peninsula railway, *vis.*, 1 in 338,954 train-miles run, the Bombay, Baroda and Central India railway coming next with 1 in 76,349, then the East Indian railway with 1 in 63,230, the North Western State railway with 1 in 51,735, the Rajputana-Malwa railway with 1 in 41,197 and the Indian Midland railway with 1 in 38,719.

6. Taking the total number of accidents to trains, rolling stock, permanent-way, etc., on each railway as given in table No. 3, the proportion of accidents to train-mileage run was highest on the Cooch Behar railway, on which 1 accident occurred on an average in 1,402 train-miles; next comes the Bengal-Dooars railway with 1 accident in 2,672 train-miles; then the Assam-Bengal, the Dibru-Sadiya, the Rohilkhand and Kumaon (including the Lucknow-Bareilly section) and the East Coast State railways with averages of 1 in 3,300, 1 in 3,533, 1 in 3,813, and 1 in 5,196, respectively. The lowest proportion was on the Great Indian Peninsula railway, *vis.*, 1 in 28,644, the East Indian railway coming next with 1 in 20,659, then the Rajputana-Malwa railway with 1 in 17,230, the Oudh and Rohilkhand State railway with 1 in 15,720, and the North Western State railway with 1 in 15,268.

## *II.—Accidents from other causes not involving accidents to trains, etc.*

7. The casualties to passengers, servants in the employ of railways (or of contractors, and to others, from causes not involving accidents to trains which are detailed in abstract No. 2) are compared separately, for each gauge, with



the average of the corresponding periods of the three previous years in the table below :

GAUGES.	NINE MONTHS ENDING WITH THE 30TH SEPTEMBER 1898.								AVERAGE OF THE CORRESPONDING PERIODS OF THE THREE PREVIOUS YEARS.							
	PASSENGERS.		SERVANTS.		OTHERS.		TOTAL.		PASSENGERS.		SERVANTS.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard .	38	110	92	192	287	86	417	388	37	103	98	190	305	74	440	367
Metre .	15	45	30	59	124	47	169	151	11	42	31	59	118	46	160	147
Special .	...	1	1	1	3	...	4	2	...	...	...	4	2	1	2	5
TOTAL .	53	156	123	252	414	133	590	541	48	145	129	253	425	121	602	519

It will be seen from the foregoing table that the number of persons killed and injured, excepting under "Passengers—killed and injured" and "Others—killed and injured," compares favourably with the average of the corresponding periods of the three previous years. The increase is attributable, to some extent, to the opening of new lines.

*III.—Accidents in which the movement of vehicles used exclusively upon railways was not concerned.*

8. The following table shows, for the several gauges, the number of persons reported to have been killed or injured by accidents, in which the movement of vehicles used exclusively upon railways was not concerned. Comparative average figures of the corresponding periods of the two previous years are also given :

	NINE MONTHS ENDING WITH THE 30TH SEPTEMBER 1898.		AVERAGE OF THE CORRESPONDING PERIODS OF THE TWO PREVIOUS YEARS.	
	Killed.	Injured.	Killed.	Injured.
Standard . . . . .	30	132	32	114
Metre . . . . .	10	29	16	36
Special . . . . .	1	3	...	1
TOTAL . . . . .	41	164	48	151

## IV.—Statistical results.

9. The following table gives certain statistical results for the period under review, comparing the number of passengers killed and injured by accidents to trains, and from all causes with the number carried and the number of passenger-units carried one mile. Comparative results, based on the average figures of the corresponding periods of the three previous years, are also given:—

PARTICULARS.	NINE MONTHS ENDING WITH THE 30TH SEPTEMBER 1898.				AVERAGE OF THE CORRESPONDING PERIODS OF THE THREE PREVIOUS YEARS.			
	Standard.	Metre.	Special.	TOTAL.	Standard.	Metre.	Special.	TOTAL.
Mean mileage worked . . Miles	12,402	8,505	341	21,248	11,428	8,007	267	19,702
Train-mileage run . . . . .	38,876,408	16,352,397	409,412	55,638,217	35,119,820	15,591,302	354,382	51,065,504
Number of passengers carried . No.	63,465,000	40,538,636	746,206	104,749,842	66,266,125	41,825,668	702,184	108,793,977
Number of passenger-units carried one mile . . . . .	2,846,992,742	1,451,449,038	(a) 15,253,382	(a) 4,313,695,162	3,047,343,785	1,564,462,769	18,450,484	4,630,257,038
Number of accidents . . . . .	2,671	1,600	68	4,339	2,003	1,656	66	3,725
Number of accidents per 100,000 train-miles run . . . . .	6.87	9.78	16.61	7.80	5.70	10.62	18.65	7.29
Number of passengers killed by accidents to trains . . . . .	6	...	...	6	8	9	...	17
Proportion of above to number carried . . . . .	1 in 10,577,500	...	...	1 in 17,458,307	1 in 8,283,266	1 in 4,647,296	...	1 in 6,399,645
Number of passengers injured by accidents to trains . . . . .	35	8	...	43	53	18	...	71
Proportion of above to number carried . . . . .	1 in 1,813,286	1 in 5,067,329	...	1 in 2,436,043	1 in 1,250,304	1 in 2,323,648	...	1 in 1,532,309
Number of passengers killed from all causes . . . . .	44	15	...	59	45	20	...	65
Proportion of above to number carried . . . . .	1 in 1,442,386	1 in 2,702,576	...	1 in 1,775,421	1 in 1,472,581	1 in 2,091,283	...	1 in 1,673,753
Number of passengers injured from all causes . . . . .	145	53	1	199	156	60	...	216
Proportion of above to number carried . . . . .	1 in 437,690	1 in 764,880	1 in 746,206	1 in 526,381	1 in 424,783	1 in 697,004	...	1 in 503,676
Number of passengers killed and injured from all causes . . . . .	189	68	1	258	201	80	...	281
Proportion of above to number carried . . . . .	1 in 335,794	1 in 596,156	1 in 746,206	1 in 406,007	1 in 329,682	1 in 522,821	...	1 in 387,167
Proportion of passengers killed and injured from all causes to number of passenger-units carried one mile . . . . .	1 in 15,063,454	1 in 21,344,706	(a) 1 in 15,253,382	(a) 1 in 16,719,714	1 in 15,160,914	1 in 19,555,784	...	1 in 16,477,783

(a) Excluding the Tezpur-Balipara and Tarakeswar-Magra railways.

It will be seen that the comparison is generally favourable.



*V.—Number of persons killed and injured by accidents to trains, rolling stock, etc., during the third quarter of 1898.*

10. The following table gives the number of accidents, as classified in abstract No. 4 of the returns, which resulted in loss of life or injury to persons, and shows the railways on which they occurred :

Railway.	Number of accidents reported during the third quarter of 1898.	PASSENGERS AND OTHERS.		SERVANTS.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
<i>Standard gauge.</i>							
East Indian . . . . .	1	...	...	...	1	...	1
North Western State . . . . .	2	1	1	...	...	1	1
Eastern Bengal State . . . . .	2	...	...	1	6	1	6
Great Indian Peninsula . . . . .	2	...	...	1	8	1	8
<i>Metre gauge.</i>							
Bengal and North-Western . . . . .	1	...	...	3	...	3	...
Rajputana-Malwa . . . . .	2	...	...	...	2	...	2
Burma . . . . .	3	...	...	1	3	1	3
Dibru-Sadiya . . . . .	1	...	8	...	1	...	9
Darjeeling-Himalayan . . . . .	1	1	2	...	...	1	2
TOTAL	15	2	11	6	21	8	32
Average of the three corresponding quarters of 1895, 1896 and 1897 . . . . .	15	11	23	4	10	15	33

11. A brief description of some of the accidents which resulted in loss of life, or injury to persons, is given below :

*Eastern Bengal State railway* (standard gauge).—On the 29th August 1898, while an up and a down goods train were crossing each other at mile 60—10-12 near Bogoola station on the Eastern section, the engine of the former train, having been derailed owing to the subsidence of the bank, collided with the 6th and 7th vehicles of the latter. One railway servant was killed and three were injured; and the rolling-stock and permanent-way were considerably damaged.

On the 3rd September 1898, a relief train collided with an up goods train standing on the up line at Bogoola station on the Eastern section, owing to the carelessness of the driver of the former train. A crane dummy attached to the relief train was derailed. Three railway servants were injured and the rolling-stock was damaged.

*Great Indian Peninsula railway*.—On the 29th August 1898, an Indian Midland railway ballast train, while backing out of Itarsi station, collided

with a brakevan and a shunting engine standing foul of a crossing. A railway servant was killed and another injured, and a ballast brakevan and a wagon next to it were derailed.

*Bengal and North-Western railway.*—On the 14th September 1898, the engine and a tender of a ballast train, while working tender foremost between Motipur and Turki stations, fell through a breach in the bank at mile 77 at the site of a bridge which had been undermined by floods. The driver and two firemen were drowned.

*Burma railways.*—On the 23rd July 1898, while a down local train was entering Kemmendine station, the points were reversed after the leading engine had passed over them. The two engines and tenders capsized and three coaching vehicles were derailed. The second fireman was killed.

*Dibru-Sadiya railway.*—On the 27th July 1898, a down goods train ran into a down mixed train at mile 51.9, between Digboi and Tingrai stations. Eight passengers and a fireman were injured.

**ORDER.**—Ordered that the above note, with the abstract returns, be

The Governments of Madras, Bombay, Bengal, the North-Western Provinces, and Oudh, the Punjab and Burma.

The Chief Commissioners of the Central Provinces, Assam and Coorg.

The Resident at Hyderabad.

The Resident in Mysore.

The Agents to the Governor General for Rajputana, Central India and Baluchistan.

The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.

The Managers, North Western State, Oudh and Rohilkhand State, Eastern Bengal State and East Coast State Railways.

The Engineers-in-Chief, Indus Bridge Works, Bezwada-Madras, Hardwar-Dehra and Ghaziabad, Moradabad Railways.

communicated, for information, to the Local Governments, Administrations, and to the officers noted in the margin.

Ordered, also, that copies be forwarded for the information of Her Majesty's Government.

Ordered, further, that the above note, with the abstract returns, be published in the Supplement to the *Gazette of India*.

W. J. McELHINNY, *Captain, R.E.,*  
*Offg. Under Secy. to the Govt. of India.*

*Document accompanying.*

1. Abstract returns of accidents for the nine months ending with the 30th September 1898.



**Enclosure to Government of India Order No. 274 R. Stat., dated the  
26th April 1899.**

**ABSTRACT No. 1.**

**GENERAL TOTAL.**

NUMBER of PERSONS reported, during the nine months ending with the 30th September 1898, as KILLED or INJURED ON ALL RAILWAYS open for TRAFFIC in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS and OTHER PERSONS; and distinguishing also, in the case of the two former classes, between ACCIDENTS caused by ACCIDENTS to TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., and ACCIDENTS happening otherwise.

	STANDARD GAUGE LINES.		METRE GAUGE LINES.		SPECIAL GAUGE LINES.		TOTAL ALL GAUGES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
<b>PASSENGERS :—</b>								
From accidents to trains, rolling stock, permanent-way, etc. . . . .	6	35	...	8	...	...	6	43
By accidents from other causes, including accidents from their own want of caution or misconduct . . . . .	38	110	15	45	...	1	53	156
<b>SERVANTS :—</b>								
From accidents to trains, rolling stock, permanent-way, etc. . . . .	11	33	7	14	...	...	18	47
By accidents from other causes, including accidents from their own want of caution or misconduct . . . . .	92	192	30	59	1	1	123	252
<b>OTHER PERSONS :—</b>								
Whilst passing over railways at level-crossings	17	6	5	1	...	...	22	7
Trespassers . . . . .	219	69	101	43	3	...	323	112
Suicides . . . . .	52	8	13	...	...	...	65	8
Miscellaneous, not included in either of the above	1	11	6	4	1	2	8	17
<b>TOTAL</b> .	<b>436</b>	<b>464</b>	<b>177</b>	<b>174</b>	<b>5</b>	<b>4</b>	<b>618</b>	<b>642</b>

## ABSTRACT

NUMBER OF PERSONS reported during the nine months ending with the 30th September 1898, as KILLED or INJURED in INDIA  
PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as practicable,

Classification Number.	RAILWAY.	PASSENGERS.																								SERVANTS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
		From accidents to trains, etc.—See Abstracts Nos. 3 and 4.		FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.												Total Passengers.		From accidents to trains, etc.—See Abstracts Nos. 3 and 4.		FROM CAUSES OTHER THAN																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
		Killed.	Injured.	1. From falling between trains and platforms.	2. Falling on to the platform ballast, etc., when getting into or out of trains.	3. Whilst crossing the line at stations.	4. By closing of carriage doors.	5. Falling or jumping out of carriages during the travelling of trains.	6. Other accidents.	Total.	Killed.	Injured.	1. Whilst coupling or uncoupling vehicles.	2. By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	3. Whilst passing over or standing upon buffers during shunting.	4. When getting on or off or falling off engines, wagons, etc., during shunting.	5. Whilst braking, spragging, or chocking wheels.	6. Whilst attending to ground points, marshalling trains, etc.	7. Whilst moving vehicles by coupling, uncoupling, or shunting.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										

(a) Including the Delhi-Umballa-Kalka and the Tarkesur railways.

(b) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(c) Including the Bhopal-Itarsi, the Rina-Doona and the Bhopal-Ujjain railways.

(d) " the Hyderabad-Shadipalli, the Rajpura-Bhatinda, and the Jammu and Kashmir railways.

(e) Including the Wardha Coal, the Dhond-Maumad, the Khamsan and the Amravati railways.

(f) " the Godhra-Rutlam-Nagda, the Nagda-Ujjain and the Gokarna-Petlad railways.

(g) " the Madras-Ennur section of the Bezwada-Madras railway and the Kolar Gold-fields railway.



by the TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, distinguishing between the nature and causes of the ACCIDENTS occasioning the DEATH or INJURY.

ACCIDENTS TO TRAINS, ETC.

[illegible]

## ABSTRACT

NUMBER OF PERSONS reported during the nine months ending with the 30th September 1898, as KILLED or INJURED in INDUSTRY, PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as practicable, the accidents according to the nature of the work, and the nature of the accident.

[illegible]

(a) Including the Kaunia-Charhin 2' 6" gauge branch.  
(b) " the Lucknow-Bareilly section (Rohilkhand and Kumaon).  
(c) " the Lado and Tikak-Birghatta colliery railway.  
(d) " the Jaisalmer-Jaipur-Jamnagar and Dhrangadhra railways.





ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, &c., reported during the nine months ending with the 30th September 1898, as having occurred on the several railways open for traffic in INDIA, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident.

(a) including the Delhi-Umballa-Kalka and the Tarkessar railways.

(b) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company, including the Bhopal-Garsi, the Hiss-Gooma and the Bhopal-Dumra railways.

(c) including the



[illegible]

(e) Not passengers.

(b) Not a passenger.  
(c) Out of these, three were not passengers.

1

(c) including the Hyderabad-Shalipalli, the Raipura-Bhatinda, the Jammu and Kashmir railways.

1

STANDARD GAUGE—contd.

[illegible][illegible]



for the purpose of the Act, the following are the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—continued

	BENGAL AND NORTH-WESTERN (THEROOT AND COMPANY'S SECTION).										RAJPUTANA-MARWA. (a)										SOUTHERN MARATHA. (b)										SOUTH INDIAN. (c)										Number of headings.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
	No.		Number of passengers and others.		Number of servants.		Total all classes.		No.		Number of passengers and others.		Number of servants.		Total all classes.		No.		Number of passengers and others.		Number of servants.		Total all classes.		No.		Number of passengers and others.		Number of servants.		Total all classes.		No.		Number of passengers and others.		Number of servants.		Total all classes.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
1. Collisions between passenger trains or parts of passenger trains	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4

(a) Including the Palampur-Dessau, the Ahmedabad-Paranli, and the Gokwar-Machana railways.  
(b) Including the Guataval-Mysore frontier, the Mysore section (Southern Maratha) the Kollapur, the Yerrantpur-Mysore frontier, and the Mysore-Nanjangal railway.  
(c) Including the Mayavaram-Mutpet railway.





Number No. of accidents to trains, rolling stock, passengers, etc., reported during the year ending 31st December 1923, as having occurred on the several railways open for traffic in India, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—continued.

CAWPORE-BORWAL.										DEOGHUR.										ROHILKUND AND KUMAON (COMPANY'S SECTION). (c)									
No.		Number of passengers and others.		Total all classes.		No.		Number of passengers and others.		Total all classes.		No.		Number of passengers and others.		Total all classes.		No.		Number of passengers and others.		Total all classes.		No.		Number of passengers and others.		Total all classes.	
Accidents reported to Local Government under section 83 of the Indian Railways Act, No. IX of 1900.	Other accidents.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Accidents reported to Local Government under section 83 of the Indian Railways Act, No. IX of 1900.	Other accidents.	Total.	Killed.	Injured.	Accidents reported to Local Government under section 83 of the Indian Railways Act, No. IX of 1900.	Other accidents.	Total.	Killed.	Injured.	Accidents reported to Local Government under section 83 of the Indian Railways Act, No. IX of 1900.	Other accidents.	Total.	Killed.	Injured.	Accidents reported to Local Government under section 83 of the Indian Railways Act, No. IX of 1900.	Other accidents.	Total.	Killed.	Injured.		
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Ditto light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bumping of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(c). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...</				

(a) Including the Lucknow-Bareilly section, Rohilkund-Kumaon railways.





ABSTRACT No. 2.—ACCIDENTS TO TRAINS, ROLLING STOCK, FREIGHT-WAGONS, ETC., REPORTED DURING THE NINE MONTHS ENDING WITH THE 30th SEPTEMBER 1898, AS HAVING OCCURRED ON THE SEVERAL RAILWAYS OPEN FOR TRAFFIC IN INDIA, DISTINGUISHING THE DIFFERENT CLASSES OF ACCIDENTS AND THE NUMBER OF PASSENGERS AND OTHERS, AND OF RAILWAY SERVANTS KILLED OR INJURED IN EACH CLASS OF ACCIDENT.—CONTINUED.

METRE GAUGE.—contd.			BHAVESGAR-GONDAL-JESAGADE-PORBLANDER. (d)										SPECIAL GAUGES. JOBAT (2' 0").																																																																																																																																																																																																																																																																																																																																																																																																																												
ODDHYOGH-CHITTOO.			Number of passengers and others.					Number of servants.					Total all classes.					Number of passengers and others.					Number of servants.					Total all classes.																																																																																																																																																																																																																																																																																																																																																																																																													
No.	Total.	Other accidents.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.

(a) Including the Jaisahar Rajkot, Jamnagar and the Dhanuadhara railways.

(b) Not a passenger.





ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, &c., REPORTED DURING THE NINE MONTHS ENDING WITH THE 30TH SEPTEMBER 1898, AS HAVING OCCURRED ON THE SEVERAL RAILWAYS OPEN FOR TRAFFIC IN INDIA, DISTINGUISHING THE DIFFERENT CLASSES OF ACCIDENTS AND THE NUMBER OF PASSENGERS AND OTHERS, AND OF RAILWAY SERVANTS KILLED OR INJURED IN EACH CLASS OF ACCIDENT.—continued.

	RAJPIPLA (2' 6").						COCHIN BEAR (2' 6").						MORIT (2' 6").						Number of headings.
	No.		Number of passengers and others.		Total all classes.		No.		Number of passengers and others.		Total all classes.		No.		Number of passengers and others.		Total all classes.		
	Accidents reported to Local Government under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Total all classes.	Accidents reported to Local Government under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Total all classes.	Accidents reported to Local Government under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Total all classes.	
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Ditto light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	1	10	14	...	...	...	4	10	14	...	...	...	...	20	20	...	...	...	...

## ABSTRACT

ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the nine months ending distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS and

STANDARD GAUGE LINES.															METRE GAUGE.														
Average number of accidents during the three previous corresponding periods of 1895, 1896 and 1897.				NINE MONTHS ENDING WITH THE 30TH SEPTEMBER 1898.											Average number of accidents during the three previous corresponding periods of 1895, 1896 and 1897.				NINE MONTHS ENDING WITH THE 30TH SEPTEMBER 1898.										
				Number.			Number of passengers and others.			Number of servants.			Total all classes.						Number.			Number of passengers and others.			Number of servants.			Total all classes.	
Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1880.	Other accidents.	Total.		Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1880.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1880.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1880.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.							
1. Collisions between passenger trains or parts of passenger trains	2	2	4	1	1	2	...	...	...	...	...	...	3	1	4	...	...	...	...	...	...	...	...						
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	11	7	18	9	9	18	4	13	5	9	9	22	5	6	11	5	8	8	...	...	...	...							
3. Collisions between goods trains or parts of goods trains	7	34	41	9	26	45	...	...	2	11	2	11	2	11	13	12	3	15	...	...	...	...							
4. Collisions between light engines	...	11	11	1	11	12	...	...	...	...	...	...	...	4	4	2	8	10	...	...	...	...							
5. Passenger trains or parts of passenger trains leaving the rails	10	18	28	8	18	26	1	10	...	...	1	10	19	19	38	23	10	33	...	...	...	...							
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	7	87	94	3	116	119	...	...	1	...	1	...	2	64	66	4	49	53	...	...	...	...							
7. Trains or engines travelling in the wrong direction through points	4	63	67	2	61	63	...	7	...	...	7	...	8	36	44	8	20	28	...	...	...	...							
8. Trains running into stations or sidings at too high a speed	3	9	12	...	5	5	...	...	...	...	...	...	1	6	7	1	10	11	...	...	...	...							
9. Trains running over cattle on the line	2	907	909	2	1,066	1,068	1	...	...	...	1	...	8	906	914	2	851	853	...	...	...	...							
10. Trains running over obstructions on the line	8	63	71	7	54	61	3	3	1	...	4	3	10	46	56	4	47	51	...	...	...	...							
11. Trains running through gates at level-crossings	2	23	25	1	35	36	...	1	...	...	1	...	2	12	14	1	6	6	...	...	...	...							
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...							
12(a) The bursting of tubes, etc., of engines	...	75	75	...	212	212	...	...	1	...	1	...	...	45	...	...	6	46	...	...	...	...							
13. The failure of machinery, springs, etc., of engines	...	267	267	1	382	383	...	...	...	...	...	...	...	117	117	3	84	87	...	...	...	...							
14. The failure of tyres	1	4	5	...	3	3	...	...	...	...	...	...	...	6	6	1	14	6	...	...	...	...							
15. Ditto of wheels	...	3	3	...	2	2	...	...	...	...	...	...	...	...	...	...	1	1	2	...	...	...							
16. Ditto of axles	1	7	8	...	13	13	...	...	...	...	...	...	6	32	38	7	38	45	...	...	...	...							
17. Ditto of brake apparatus	...	2	2	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...							
18. Ditto of couplings	1	53	54	...	117	117	...	...	...	...	...	...	3	83	86	4	92	96	...	...	...	...							
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	3	3	...	...	...	...	...	...	1	...	1	2	...	2	...	...	...	...							
20. Broken rails	...	28	28	...	25	25	...	...	...	...	...	...	...	25	25	2	24	26	...	...	...	...							
21. The flooding of portions of permanent-way	11	34	45	5	37	42	...	...	...	...	...	...	3	33	36	17	46	63	...	...	...	...							
22. Slips in cuttings or embankments	1	15	16	2	24	26	...	1	3	1	3	...	1	6	7	2	2	65	...	...	...	...							
23. Fire in trains	3	72	75	3	81	84	1	5	...	...	1	5	...	41	41	...	42	42	...	...	...	...							
24. Fire at stations, or involving injury to bridges or viaducts	...	24	24	2	31	33	...	2	...	...	2	...	1	1	18	7	13	20	...	...	...	...							
25. Other accidents	4	117	121	3	269	272	...	1	9	1	9	...	8	56	64	70	73	83	...	...	...	...							
TOTAL FOR THE NINE MONTHS ENDING WITH THE 30TH SEPTEMBER 1898	...	...	...	19	2,612	2,671	(c) 41	11	33	21	74	...	...	...	...	118	1,482	1,600	(a) 1	(f) 9	...	...							
Average of the three previous corresponding periods of 1895, 1896 and 1897	...	...	...	78	1,925	2,003	(c) 58	6	20	18	78	...	...	...	...	83	1,573	1,656	(g) 11	(e) 2	...	...							
Mean mileage worked	12,402												8,505																
Number of servants employed	125,715												54,766																
Train mileage of all descriptions	38,876,408												16,352,397																
Number of passengers carried	63,465,000												40,538,636																
Passenger-mileage	2,846,992,742												1,451,440,038																
Per mile open—																													
Train-mileage of all descriptions	3,134												1,923																
Number of passengers carried	5,117												4,767																
Passenger-mileage	229,541												170,657																
Total passengers—																													
Killed per million of passengers	0.095												0.197																
Injured per million of passengers	0.551												0.002																
Killed per million of passenger-miles	0.002												0.006																
Injured per million of passenger-miles	0.012												0.006																

(a) Not a passenger.

(b) Not passengers.

(c) Out of these, four were not passengers.

(d) Out of these, six were not passengers.

(e) Out of these, five were not passengers.

(f) Out of these, one was not a passenger.

(g) Out of these, two were not passengers.

(h) Out of these, nine were not passengers.

(i) Out of these, ten were not passengers.



O. 4.

with the 30th September 1898, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA  
OTHERS, and of RAILWAY SERVANTS KILLED OR INJURED in each class of accident.

SPECIAL GAUGE LINES.													TOTAL ALL GAUGES.												
NINE MONTHS ENDING WITH THE 30TH SEPTEMBER 1898.													NINE MONTHS ENDING WITH THE 30TH SEPTEMBER 1898.												
Average number of accidents during the three previous corresponding periods of 1895, 1896 and 1897.													Average number of accidents during the three previous corresponding periods of 1895, 1896 and 1897.												
Number.													Number.												
Number of passengers and others.													Number of passengers and others.												
Number of servants.													Number of servants.												
Total all classes.													Total all classes.												
Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.													Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.												
Other accidents.													Other accidents.												
Total.													Total.												
Killed.													Killed.												
Injured.													Injured.												
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GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE 2nd HALF OF MARCH 1898 AND 1899.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Burma—*</b>												
Tenasserim—												
Mergui . . . . .	...	...	34.78	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	24.52	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	26.9	...	50.38	...	...	...	...	...	...	...
Pegu (deltaic)—												
Rangoon . . . . .	...	...	26.67	...	36.36	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	29.5	...	...	...	...	...	...	...	...	...
Bassein . . . . .	...	...	27.95	...	...	...	...	...	...	...	...	...
Pegu (upland)—												
Henzada . . . . .	...	...	38.8	...	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	29.63	...	...	...	...	...	...	...	...	...
Upper Burma—												
Mandalay . . . . .	...	...	31.85	...	35.75	...	...	...	...	...	6.9	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	25.2	...
Pakokku . . . . .	...	...	36.36	...	...	...	...	...	...	...	...	...
Arakan—												
Kyaukpada . . . . .	...	...	23.53	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
Brahmaputra—												
Goalpara . . . . .	12.5	17.5	25	34.37	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	22.5	...	...	...	...	...	...	...	...	...
<b>Bengal—*</b>												
Eastern—												
Chittagong . . . . .	...	...	27.5	33.75	...	...	...	...	...	...	...	...
Dacca . . . . .	...	...	18.75	32.5	25	47.5	...	...	7.5	15	...	...
Deltaic—												
Midnapur . . . . .	...	...	21.25	26.25	...	...	...	...	...	...	...	...
Calcutta . . . . .	...	...	30	45	30	37.5	...	...	20	25	18.75	21.87
Central—												
Bardwan . . . . .	...	...	22.5	29.37	...	...	...	...	...	...	...	...
Pabna . . . . .	...	...	21.25	33.28	17.5	26.25	...	...	...	...	...	...
Northern—												
Rangpur . . . . .	...	...	20	30.62	30	50	...	...	...	...	...	...
Orissa—												
Cuttack . . . . .	...	...	21.72	23.44	29.06	45.31	...	...	...	...	...	...
Bihar, south—												
Patna . . . . .	...	...	18.12	26.25	19.06	30	...	...	13.12	19.06	10.62	15.62
Bihar, north—												
Bhagalpur . . . . .	...	...	24.22	28.44	22.5	31.87	...	...	13.12	21.87	...	...
Muzaffarpur . . . . .	...	...	28.59	30.78	23.44	30.78	...	...	...	...	...	...
<b>N.-W. Provinces—</b>												
Eastern—												
Benares . . . . .	15.62	21.87	27.19	36.67	23.07	29.32	25.73	32.6	16.56	19.32	...	17.45
Central—												
Cawnpore . . . . .	16.67	20.12	26.67	34.79	21.93	30.21	25	33.33	14.06	17.19	14.06	17.03
Jhansi . . . . .	14.69	21.09	32.03	36.41	24.22	32.66	28.69	38.44	14.69	19.84	13.91	15.78
Western—												
Meerut . . . . .	...	...	33.33	...	22.24	29.37	25.78	...	16.67	22.19	...	...
Agra . . . . .	...	...	38.12	42.19	24.37	30.78	...	...	15.31	18.12	15.62	...
Submontane, west—												
Shahjahanpur . . . . .	...	...	28.07	...	20.52	29.63	...	...	...	...	...	...
<b>Oudh—</b>												
Southern—												
Lucknow . . . . .	14.27	21.61	27.55	36.25	21.04	27.5	25	30.62	12.5	18.18	12.08	19.06
Northern—												
Fyzabad . . . . .	14.53	18.33	33.33	...	21.04	32.66	...	...	14.22	{ 19.74 and 21.3 }	13.12	17.03

\* The figures under "Rice, husked" represent the prices of common rice.



(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAGI.		MAIZE.		GRAM.		ARHAR DÁL.		GHL.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
...	...	...	...	...	...	...	...	...	...	...	...	Burma—
...	...	...	...	...	...	57.64	...	...	...	...	...	Tenasserim—
...	...	...	...	...	...	35.75	...	50.38	...	...	...	Mergui.
...	...	...	...	...	...	...	...	...	...	...	...	Tavoy.
...	...	...	...	...	...	28.57	...	37.66	...	...	...	Moulmein and Amherst.
...	...	...	...	...	...	40.77	...	...	...	...	...	Pegu (deltic)—
...	...	...	...	...	...	...	...	...	...	...	...	Rangoon.
...	...	...	...	...	...	...	...	...	...	...	...	Thongwa.
...	...	...	...	...	...	...	...	...	...	...	...	Bassein.
...	...	...	...	...	...	28.07	...	60.42	...	...	...	Pegu (inland)—
...	...	...	...	...	...	38.1	...	...	...	...	...	Henzada.
...	...	...	...	...	...	...	...	...	...	...	...	Toungoo.
...	...	...	...	9.67	...	22.08	...	42.11	...	...	...	Upper Burma—
...	...	...	...	...	...	20	...	55.63	...	...	...	Mandalay.
...	...	...	...	...	...	...	...	...	...	...	...	Bamo.
...	...	...	...	...	...	...	...	...	...	...	...	Pakokku.
...	...	...	...	...	...	38.1	...	53.33	...	...	...	Arakan—
...	...	...	...	...	...	...	...	...	...	...	...	Kyaukpyn.
...	...	...	...	...	...	...	...	...	...	...	...	Akyab.
...	...	...	...	...	...	...	...	...	...	...	...	Assam—
...	...	...	...	...	...	...	...	...	...	...	...	Brahmaputra—
...	...	...	...	...	...	...	...	...	...	...	...	Goalpara.
...	...	...	...	...	...	...	...	...	...	...	...	Gauhati.
...	...	...	...	...	...	30	50	42.5	...	440	400	Bengal—
...	...	...	...	...	...	23.75	37.5	27.5	35	400	350	Eastern—
...	...	...	...	...	...	...	...	...	...	...	...	Chittagong.
...	...	...	...	...	...	...	...	...	...	...	...	Dacca.
22.5	23.75	...	...	12.5	21.25	20	30	30	35	330	...	Deltic—
...	...	...	...	...	...	...	...	...	...	320	340	Midnapur.
...	...	...	...	...	...	18.75	30	28.75	32.5	300	300	Calcutta.
...	...	...	...	...	...	15.31	26.25	31.25	36.25	480	400	Central—
...	...	...	...	...	...	...	...	...	...	...	...	Bardwan.
...	...	...	...	15	20	18.75	35	40	55	350	320	Pabna.
...	...	...	...	...	...	20.94	25.31	17.97	23.44	335	345	Northern—
...	...	...	...	...	...	...	...	...	...	...	...	Rangpur.
...	...	...	...	...	...	...	...	...	...	...	...	Orissa—
...	...	...	...	...	...	...	...	...	...	...	...	Cuttack.
...	...	...	...	8.75	15.62	13.12	21.87	19.06	...	280	250	Bihar, south—
...	...	...	...	...	...	...	...	...	...	...	...	Patna.
...	...	...	...	13.12	16.87	15.78	26.87	28.75	20.62	330	320	Bihar, north—
...	...	...	...	17.34	20	18.12	...	25	50	320	278.28	Bhagalpur.
...	...	...	...	...	...	...	...	...	...	...	...	Muzaffarpur.
...	...	...	...	...	...	14.79	22.29	23.59	30.47	325.88	317.19	N.-W. Provinces—
...	...	...	...	...	...	...	...	...	...	...	...	Eastern—
...	...	...	...	...	...	...	...	...	...	...	...	Bonares.
15.68	18.59	...	...	12.13	16.51	15.99	20.52	20	27.6	290.88	290.68	Central—
15.78	19.06	...	...	12.08	15.31	15.88	24.69	21.98	31.41	270	250	Cawnpore.
...	...	...	...	...	...	...	...	...	...	...	...	Jhansi.
...	...	...	...	14.27	...	20.47	{ 26.25 to 30 }	...	...	320	...	Western—
17.5	16.87	...	...	13.75	...	18.12	22.19	23.12	32.5	280	266.56	Moorat.
...	...	...	...	...	...	...	...	...	...	...	...	Agra.
...	...	...	...	...	...	...	...	...	...	300	320	Submontane, west—
...	...	...	...	...	...	...	...	...	...	...	...	Shahjahanpur.
14.68	21.35	...	...	12.08	16.77	16.61	23.85	14.79	...	310	310	Oudh—
...	...	...	...	...	...	...	...	...	...	...	...	Southern—
...	...	...	...	...	18.18	17.81	{ 23.44 and 32.13 }	...	...	295	234.43	Lucknow.
...	...	...	...	...	...	...	...	...	...	...	...	Northern—
...	...	...	...	...	...	...	...	...	...	...	...	Fyzabad.

## WHOLESALE PRICES FOR THE 2nd HALF OF MARCH 1898 AND 1899—continued.

DISTRICTS.	GUM.		SALT.		TOBACCO LEAF.		TURMERIC.		GRASS.		STRAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	11-31	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	22-54	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	25-09	...	...	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	...	...	19-28	...	...	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	20-39	...	...	...	...	...	...	...	...	...
Bassein . . . . .	...	...	22-61	...	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Henzada . . . . .	...	...	34-97	...	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	25-91	...	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	...	...	20-65	...	...	...	...	...	...	...	...	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	24-71	...	...	...	...	...	...	...	...	...
<i>Arakan—</i>												
Kyaukpyn . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	38-1	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brahmaputra—</i>												
Goalpara . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	35	37-5	100	100	...	...	...	...	...	...
Dacca . . . . .	...	...	35-62	36-87	60	65	...	...	2-5	2-5	...	...
<i>Deltaic—</i>												
Midnapur . . . . .	...	...	35	35-62	65 and 77-5	45 and 62-5	...	...	...	...	1-56	1-2
Calcutta . . . . .	...	...	33-75	34-37	60	70	...	...	8-38	6-25	6-25	5-62
<i>Central—</i>												
Bardwan . . . . .	...	...	32-5	34-06	...	...	...	...	...	...	2-81	3-12
Pabna . . . . .	...	...	38-75	38-12	75	70	...	...	...	...	7-5	10
<i>Northern—</i>												
Rangpur . . . . .	...	...	40	45	80	60	...	...	3-75	14(a)	5	14(a)
<i>Orissa—</i>												
Cuttack . . . . .	...	...	30	30-62	45	55	...	...	5-57	5-56	3-75	2-83
<i>Bihar, south—</i>												
Patna . . . . .	...	...	35	35	30	30	...	...	3-12	3-12	2-5	3-12
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	38-75	37-5	40	40	...	...	...	...	...	...
Muzaffarpur . . . . .	...	...	34-69	36-25	100	100	...	...	...	...	...	...
<b>N.-W. Provinces—</b>												
<i>Eastern—</i>												
Benares . . . . .	27-19	40-73	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Cawnpore . . . . .	33-33	36-35	...	...	50	67-55	110	100	...	...	...	...
Jhansi . . . . .	40	50	...	...	...	...	...	...	...	...	...	...
<i>Western—</i>												
Meerut . . . . .	28-54	...	...	...	...	...	...	...	...	...	...	...
Agra . . . . .	37-5	42-5	...	...	40 to 80	...	100	...	5	...	5	...
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	33-33	...	...	...	...	...	100 and 105	105 and 110	...	...	...	...
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow . . . . .	30-78	50	...	...	70	72-5	...	...	3-33	4-01	...	...
<i>Northern—</i>												
Fyzabad . . . . .	26-25	37-19	...	...	...	...	...	...	...	2-81	...	...

(a) Per bundle.



JAWAR STALKS.		BHUSA.		SHEEP, PER SCORE.		GOATS, PER SCORE.		PLOUGH BULLOCKS, PER PAIR.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
										<b>Burma—</b>
										<i>Tenasserim—</i>
										Mergui.
										Tavoy.
										Moulmein and Amherst.
										<i>Pegu (deltaic)—</i>
										Rangoon.
										Thongwa.
										Bassein.
										<i>Pegu (inland)—</i>
										Henzada.
										Toungoo.
										<i>Upper Burma—</i>
										Mandalay.
										Bamo.
										Pakokku.
										<i>Arakan—</i>
										Kyaukpau.
										Akyab.
										<b>Assam—</b>
										<i>Brahmaputra—</i>
										Goalpara.
										Gauhati.
										<b>Bengal—</b>
										<i>Eastern—</i>
										Chittagong.
										Dacca.
										<i>Deltaic—</i>
										Midnapur.
										Calcutta.
										<i>Central—</i>
										Bardwan.
										Patna.
										<i>Northern—</i>
										Rangpur.
										<i>Orissa—</i>
										Cuttack.
										<i>Bihar, south—</i>
										Patna.
										<i>Bihar, north—</i>
										Bhagalpur.
										Muzaffarpur.
										<b>N.-W. Provinces—</b>
										<i>Eastern—</i>
										Benares.
										<i>Central—</i>
										Cawnpore.
										Jhansi.
										<i>Western—</i>
										Meerut.
										Agra.
										<i>Submontane, west—</i>
										Shahjahanpur.
										<b>Oudh—</b>
										<i>Southern—</i>
										Lucknow.
										<i>Northern—</i>

## WHOLESALE PRICES FOR THE 2nd HALF OF MARCH 1898 AND 1899—continued.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Rajputana—</b>												
Eastern—												
Ajmere . . . . .	33.33	33.33	...	...	29.63	35.31	...	...	22.19	24.06	20	18.12
<b>Panjab—</b>												
Southern—												
Ferozpur . . . . .	15.36	20	40	80	22.24	29.06	27.13	31.25	12.5	19.06	20	19.06
Central—												
Lahore . . . . .	17.03	23.28	32.66	41.56	21.09	25.73	23.96	28.12	11.56	15	17.81	19.53
South-eastern—												
Delhi . . . . .	21.04	25	30.78	36.35	21.04	30.78	27.6	34.79	15.36	18.59	17.4	18.59
Submontane—												
Amritsar . . . . .	17.4	25	34.79	44.43	20.52	25	23.54	26.67	...	...	...	...
Northern—												
Rawalpindi . . . . .	16.67	20	47.66	47.03	24.06	26.04	26.82	27.5	14.84	12.19	12.5	15.94
Western—												
Multan . . . . .	14.27	14.27	24.22	36.35	24.58	34.79	30	39.01	15.57	16.61	15.36	20.99
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	...	31.25	42.5	30	36.87	...	...	...	23.75	18.12	20.62
Shikarpur . . . . .	...	...	...	...	23.18	31.56	...	...	15.62	18.75	12.81	...
Quetta . . . . .	...	...	...	...	24.37 to 27.5	38.75	60	65	21.25	27.5	18.75	24.37
<b>Bombay—</b>												
Deccan—												
Dharwar . . . . .	...	...	...	...	...	35.96	...	...	...	...	...	...
Sholapur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Poona . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Khandesh—												
Ahmadnagar . . . . .	...	...	...	...	25.31	...	...	...	...	...	15.47	...
Dhulia . . . . .	...	...	...	...	...	...	...	...	...	...	16.35	...
Gujarat—												
Surat . . . . .	...	...	...	...	29.53	38.18	...	...	...	...	18.02	25.21
Ahmadabad . . . . .	22.5	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
Western—												
Nagpur . . . . .	...	...	25	31	28	35	33.31	40	...	...	16.31	21.69
Central—												
Jubbulpore . . . . .	20.5	...	22.19	26.69	21.06	30.75	26.69	36.37	...	...	16.69	17.37
Eastern—												
Raipur . . . . .	...	...	21	26.5	21	30.75	28	42	...	...	...	...
<b>Berar—</b>												
Bhim . . . . .	...	...	...	...	28.57	39.29	...	...	...	...	11.54	19.23
Ellichpur . . . . .	...	...	66.67	66.66	36.36	50	44.44	57.12	...	...	14.81	20
Amraoti . . . . .	...	...	40	44.37	33.33	40	40	50	...	...	13.33	18.12
<b>Madras—</b>												
South, central—												
Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	22	26.9
Salem . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central—												
Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	13.6	19
Cuddapah . . . . .	17.8	26.4	33.6	39.2	...	...	...	...	...	...	15.8	22.9
Karnul . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, central—												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, south—												
Madras . . . . .	17.3	39.9	31.3	45.7	...	...	...	...	...	...	...	...
Tanjore . . . . .	18.9	21.5	33.5	37.8	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Southern—												
Madura . . . . .	...	...	...	...	...	...	...	...	...	...	23	27.9
<b>Mysoor—</b>												
Mysore . . . . .	19.67	32.91	31.99	42.05	37.22	45.98	63.08	54.85	...	...	...	...
Bangalore . . . . .	12.36	19.6	33.22	54.25	35.28	50.54	39.6	54.88	...	...	15.64	23.51



(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAGI.		MAIZE.		GRAM.		ARHAR DÁL.		GHI.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
25	25	...	...	20	20	25	24.06	...	...	320	320	Rajputana— Eastern— Ajmere.
20	20	...	...	12.5	16.67	17.76	22.19	40	57.13	310	340	Panjab— Southern— Ferozpur.
19.13	20.78	...	...	13.12	17.76	18.49	23.91	29.58	95.73	320	320	Central— Lahore.
19.06	18.59	...	...	14.79	20	19.53	27.6	27.6	42.08	320	336.77	South-eastern— Delhi.
...	...	...	...	12.5	14.79	17.03	23.3	...	...	...	335	Submontane— Amritsar.
19.06	20	...	...	14.84	15.94	17.81	25.83	33.33	50	290.94	320	Northern— Rawalpindi.
17.4	22.19	...	...	13.33	23.59	21.25	26.72	...	...	332.5	336.56	Western— Multan.
20.62	24.37	...	...	...	...	26.25	30	...	47.5	355	340	Sind and Baluchistan— Karachi.
...	18.13	...	...	...	...	20.47	30.16	...	...	312.5	...	Shikarpur.
...	...	...	...	22.5	30	...	...	40	...	360	330	Quetta.
...	...	...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dharwar. Sholapur. Poona.
20.68	28.28	...	...	...	...	25.73	...	...	...	...	...	Khandesh— Ahmadnagar. Dhulia.
20.68	...	...	...	...	...	22.81	...	...	...	...	...	Gujarat— Surat. Ahmadabad.
...	27.4	...	...	...	...	...	31.97	...	...	...	...	Central Provinces— Western— Nagpur.
...	...	...	...	...	...	20	25	20	25	333.31	320	Central— Jubbulpore.
...	...	...	...	...	...	15.37	22.87	...	...	280	265	Eastern— Raipur.
...	...	...	...	...	...	16	22.25	...	...	275	280	Berar— Basim. Ellichpar. Amreoti.
20	40	...	...	...	...	28.58	33.33	25	33.33	360	320	Madras— South, central— Coimbatore. Salem.
15.89	28.59	...	...	...	...	27.34	33.44	25	26.87	290	320	Central— Bellary. Cuddapah. Karnul.
18.9	20	16.8	24.2	...	...	31.3	43.1	24.2	30.3	380.4	400	East Coast, central— Nellore.
...	...	...	...	...	...	...	...	...	...	299.7	326.1	East Coast, south— Madras. Tanjore. Trichinopoly.
17.2	23.5	...	...	...	...	24.7	40	16.8	...	238.1	380.4	Southern— Madura.
...	...	...	...	...	...	...	...	...	...	246.7	300	Mysore— Mysore. Bangalore.
...	...	17.1	25.9	...	...	...	...	20.4	30.5	...	...	...
...	...	...	...	...	...	26.7	54.4	...	...	263.3	329.1	...
...	...	17.5	25.5	...	...	...	...	...	...	...	...	...
25.5	...	...	...	...	...	...	...	25.6	25.7	...	...	...
...	...	19.1	19.59	...	...	13.44	27.71	60.31	75.43	252	346.62	...
...	...	13.72	20.91	...	...	17.64	33.32	35.28	47.04	352.55	411.3	...

## WHOLESALE PRICES FOR THE 2nd HALF OF MARCH 1898 AND 1899—concluded.

DISTRICTS.	Gñr.		SALT.		TOBACCO LEAF.		TURMERIC.		GRASS.		STRAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Rajputana—</b>												
Eastern—												
Ajmera . . . . .	44.43	53.33	...	...	...	...	...	...	10	5	10	5
<b>Panjab—</b>												
Southern—												
Ferozpur . . . . .	...	...	...	...	50	50	133.33	110	3.33	3.12	4.01	5
Central—												
Lahore . . . . .	...	...	...	...	53.33	57.13	130.57	123.07	8.02	10	4.01	5.31
South-eastern—												
Delhi . . . . .	...	...	...	...	80	80	122.55	114.27	7.97	6.67	10	8.91
Submontane—												
Amritsar . . . . .	...	...	...	...	40	...	...	...	...	...	4.01	5.31
Northern—												
Bawalpindi . . . . .	...	...	...	...	40	40	133.33	96.87	5	5.62	5	6.41
Western—												
Multan . . . . .	...	...	...	...	100	100	153.28	133.33	5.31	3.07	5	5.62
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	80	...	...	...	...	...	105	...	...	...	...
Shikarpur . . . . .	35.47	...	...	...	...	...	...	...	...	...	...	...
Quetta . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bombay—</b>												
Deccan—												
Dharwar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Sholapur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Poona . . . . .	48.33	64.9	...	...	...	...	...	...	...	...	...	...
Khandesh—												
Ahmadnagar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Dhulia . . . . .	55.88	...	...	...	...	...	...	...	...	...	...	...
Gujarat—												
Surat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ahmadabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
Western—												
Nagpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central—												
Jubbulpore . . . . .	...	...	39	38.56	60	60	120	115	...	...	...	...
Eastern—												
Raipur . . . . .	...	...	37	42	120	180	100	73	...	...	...	...
<b>Berar—</b>												
Basim . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ellichpur . . . . .	...	...	...	...	200	200	130	76.25	4	3	...	...
Amraoti . . . . .	...	...	...	...	120	180	140	120	31(a)	19(a)	...	...
<b>Madras—</b>												
South, central—												
Coimbatore . . . . .	54.4	60	...	...	...	...	...	115	...	...	...	...
Salem . . . . .	...	...	...	...	124.1	137.3	68.5	59.9	...	...	6.1	3.6
Central—												
Bellary . . . . .	39.6	48.8	...	...	...	...	...	...	...	...	...	...
Cuddapah . . . . .	...	...	...	...	...	...	60.9	66.7	...	...	...	...
Karnul . . . . .	...	...	...	...	39.5	83.3	53.9	50.3	...	...	...	...
East Coast, central—												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	2.9	4.4
East Coast, south—												
Madras . . . . .	43.6	49.4	...	...	129.9	131.7	77.3	57.6	...	...	...	...
Tanjore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	118.3	118.3	...	...	...	...	...	...
Southern—												
Madura . . . . .	...	...	...	...	106.8	116.8	...	...	...	...	4.3	5.4
<b>Mysore—</b>												
Mysore . . . . .	60.33	68.56	...	...	374	374	132.46	101.29	10.71	20.5	7.14	7.14
Bangalore . . . . .	40.69	55.69	...	...	342.5	342.75	154.12	119.95	9	3.5	10	13.71

(a) Per 100 pulleys weighing on an average 158 lbs.



(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

JAWAR STALKS.		BHUSA.		SHEEP. PER SCORE.		GOATS. PER SCORE.		PLOWB BULLOCKS, PER PAIR.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
3.33	5	...	...	140	140	...	...	80	80	Rajputana— Eastern— Ajmere.
...	4.37	...	...	50	50	...	...	75	75	Panjab— Southern— Ferozpur.
...	...	...	...	100	100	...	...	112.5	105	Central— Lahore.
10	5	...	...	60	60	...	...	125	125	South-eastern— Delhi.
...	...	...	...	...	85	...	...	...	...	Submontane— Amritsar.
4.01	6.67	...	...	60	60	...	...	60	60	Northern— Rawalpindi.
7.03	5	...	...	50	50	...	...	70	70	Western— Multan.
...	...	...	...	...	...	...	...	...	...	Sind and Baluchistan— Karachi. Shikarpur.
...	...	7.5	9.37	40 to 140	40 to 140	...	...	...	...	Quetta.
...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dharwar. Sholapur. Poona.
...	...	...	...	...	...	...	...	...	...	Khandesh— Ahmadnagar. Dhulia.
...	...	...	...	...	...	...	...	...	...	Gujarat— Surat. Ahmadabad.
...	...	...	...	60	60	...	...	70	70	Central Provinces— Western— Nagpur.
...	...	...	...	40	35	...	...	42	26	Central— Jubbulpore.
...	...	...	...	...	...	...	...	...	...	Eastern— Raipur.
4 3(a)	3 2	...	...	50 55	50 52.5	...	...	60 90	60 90	Berar— Basim. Ellichpur. Amratoti.
2.5	2.5	...	...	80	80	80	80	60	60	Madras— South, central— Coimbatore. Salem.
2.5	...	...	...	60	100	60	100	70	120	Central— Bellary. Cuddapah. Karnul.
...	...	...	...	...	...	...	...	...	...	East Coast, central— Nellore.
...	...	...	...	55 80	55 67.5	55 80	55 67.5	...	...	East Coast, south— Madras. Tanjore. Trichinopoly.
...	...	...	...	...	...	...	...	40	41	Southern— Madura.
2.96	2.63	...	...	100 100	100 160	...	...	70 130	70 130	Mysore— Mysore. Bangalore.

(a) Per 100 pullies weighing on an average 748 lbs.

J. E. O'CONOR,

Director-General of Statistics.

J. F. FINLAY,

Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT  
May 5, 1899.

E

GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE 2nd HALF OF MARCH 1899. (*The figures represent*

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLUM ( <i>Sorghum vulgare</i> ).		BAJRA OR CUMBU ( <i>Penicillaria spicata</i> ).	
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Best sort.		Common.		Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
					Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.				
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	...	...	10 10	10 10	11 5	11 5	...	...	...	...
Tavoy . . . . .	...	...	...	...	13 7	13 7	15 13	15 13	...	...	...	...
Moulmein and Amherst . . . . .	7 —	7 —	...	...	10 3	10 3	12 3	12 3	...	...	...	...
<i>Pegu (deltaic)—</i>												
Pegu . . . . .	...	...	...	...	10 2	10 2	14 3	14 3	...	...	...	...
Rangoon . . . . .	10 —	10 2	...	...	11 2	11 —	14 4	14 2	...	...	...	...
Thongwa . . . . .	...	...	...	...	11 5	11 2	13 2	11 15	...	...	...	...
Bassein . . . . .	...	...	...	...	11 14	11 14	13 9	13 9	...	...	...	...
<i>Pegu (inland)—</i>												
Tharawadi . . . . .	...	...	...	...	11 11	11 11	14 —	14 —	...	...	...	...
Henzada . . . . .	...	...	...	...	8 5	9 5	9 15	10 5	...	...	...	...
Prome . . . . .	...	...	...	...	9 9	10 5	13 4	13 4	...	...	...	...
Toungoo . . . . .	...	...	...	...	11 3	11 3	12 6	12 6	...	...	...	...
Thayetmyo . . . . .	12 12	12 12	...	...	10 9	10 12	13 12	13 12	32 10	32 10	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	11 —	12 6	...	...	11 9	12 —	12 1	12 5	...	...	...	...
Bamo . . . . .	...	...	...	...	12 —	12 —	17 —	17 —	...	...	...	...
Pakokku . . . . .	...	...	...	...	9 2	9 2	10 10	10 10	13 4	13 8	...	...
Meiktila . . . . .	...	...	...	...	13 2	13 2	15 5	17 8	...	...	...	...
<i>Arakan—</i>												
Sandoway . . . . .	...	...	...	...	16 12	16 12	21 —	21 —	...	...	...	...
Kyaukpyu . . . . .	...	...	...	...	12 8	11 12	13 8	12 12	...	...	...	...
Akyab . . . . .	...	...	...	...	15 —	15 —	16 —	16 —	...	...	...	...
<b>Assam—</b>												
<i>Surma—</i>												
Sylhet . . . . .	8 —	8 —	...	...	15 12	17 8	19 4	19 4	...	...	...	...
Cachar . . . . .	...	...	...	...	8 —	8 —	16 —	16 —	...	...	...	...
<i>Hill tracts—</i>												
Khasi and Jaintia Hills . . . . .	6 7	5 14	...	...	6 1	5 4	8 1	7 6	...	...	...	...
Garo Hills . . . . .	...	...	...	...	4 8	...	20 —	20 —	...	...	...	...
Manipur . . . . .	...	...	...	...	31 —	31 —	37 —	37 —	...	...	...	...
<i>Brahmaputra—</i>												
Goalpara . . . . .	24 —	21 —	...	...	6 —	6 —	16 —	16 —	...	...	...	...
Kamrup . . . . .	9 8	10 —	...	...	10 —	10 —	16 —	16 —	...	...	...	...
Darrang . . . . .	9 —	9 —	...	...	11 —	11 —	13 —	13 —	...	...	...	...
Nowgong . . . . .	...	...	...	...	5 12	5 12	16 —	14 —	...	...	...	...
Sibsagar . . . . .	...	...	...	...	6 4	6 —	13 —	13 —	...	...	...	...
Lakhimpur . . . . .	8 8	8 —	...	...	6 8	6 8	14 —	14 —	...	...	...	...
<b>Bengal—</b>												
<i>Eastern hill tracts—</i>												
Naga Hills . . . . .	...	...	...	...	5 —	5 —	12 —	12 —	...	...	...	...
<i>Eastern—</i>												
Backerganj . . . . .	...	...	...	...	14 —	13 8	15 —	14 —	...	...	...	...
Noakhali . . . . .	...	...	...	...	10 10	10 10	16 3	16 3	...	...	...	...
Chittagong . . . . .	...	...	...	...	11 —	12 8	14 —	14 8	...	...	...	...
Tipperra . . . . .	...	...	...	...	10 —	10 —	18 3	18 3	...	...	...	...
Dacca . . . . .	14 3	12 13	32 —	26 8	12 —	11 10	18 4	18 4	...	...	...	...
Maimensingh . . . . .	13 8	13 8	9 8	10 —	16 —	16 —	18 —	18 —	...	...	...	...
<i>Deltaic—</i>												
Khulna . . . . .	...	...	...	...	15 —	16 —	19 —	19 —	...	...	...	...
24-Parganas . . . . .	...	...	...	...	10 —	10 —	14 8	14 14	...	...	...	...
Midnapur . . . . .	18 —	16 —	...	...	14 —	12 —	18 —	16 —	...	...	...	...
Howrah . . . . .	...	...	...	...	10 8	10 8	14 —	14 —	...	...	...	...
Calcutta . . . . .	12 4	12 4	17 12	17 12	8 —	8 —	12 4	12 4	18 —	17 12	16 —	16 —
Hooghly . . . . .	14 —	14 —	...	...	8 —	8 —	14 —	14 —	...	...	...	...
Nadia (Krishnagarh) . . . . .	20 —	20 —	32 —	32 —	6 11	6 11	15 9	15 9	...	...	...	...
Jessore . . . . .	12 —	13 —	13 —	36 —	12 —	13 —	18 8	19 —	...	...	...	...
Faridpur . . . . .	18 —	18 —	20 —	20 —	6 —	6 —	20 —	20 —	...	...	...	...



*the number of sers (of 80 tolas) and chittacks sold for one rupee.)*

MARUA OR RAGI ( <i>Eleusine cor- cana</i> ).		KANONI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arictinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADJAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	...	...	...	...	...	...	18 14	18 14	Burma—
...	...	...	...	6 9	6 9	...	...	...	...	16 14	16 14	Tenasserim—
...	...	...	...	9 5	9 5	...	...	7 —	7 —	14 —	14 —	Mergul.
...	...	...	...	...	...	...	...	...	...	...	...	Tavoy.
...	...	...	...	...	...	...	...	...	...	...	...	Moulmein and Amherst.
...	...	...	...	11 2	11 2	20 8	20 8	9 —	9 —	14 8	14 —	Pegu (deltaic)—
...	...	...	...	13 —	13 4	...	...	10 4	10 4	12 8	12 8	Pegn.
...	...	...	...	...	...	...	...	...	...	16 2	16 2	Rangoon.
...	...	...	...	9 10	9 13	...	...	...	...	15 15	15 15	Thongwa.
...	...	...	...	...	...	...	...	...	...	...	...	Bassein.
...	...	...	...	8 8	8 8	...	...	...	...	14 4	14 4	Pegu (inland)—
...	...	...	...	13 9	12 7	...	...	5 11	5 11	10 —	10 —	Thrawadi.
...	...	...	...	11 14	9 14	...	...	8 —	9 6	14 2	14 3	Henzada.
...	...	...	...	9 12	9 12	...	...	...	...	12 10	12 10	Prome.
...	...	...	...	16 —	16 —	37 9	37 9	11 —	10 7	14 8	14 8	Toungoo.
...	...	...	...	...	...	...	...	...	...	...	...	Thayetmyo.
...	...	...	...	17 8	18 12	...	...	9 —	9 7	15 2	16 11	Upper Burma—
...	...	...	...	6 8	6 8	...	...	6 8	6 8	9 —	9 —	Mandalay.
...	...	...	...	17 2	15 —	...	...	6 7	6 7	14 3	14 3	Bamo.
...	...	...	...	17 8	17 8	56 14	56 14	5 —	5 —	14 4	14 4	Pakokku.
...	...	...	...	...	...	...	...	...	...	...	...	Meiktila.
...	...	...	...	...	...	...	...	...	...	15 4	17 10	Arakan—
...	...	...	...	...	...	...	...	...	...	24 —	24 —	Sandoway.
...	...	...	...	10 —	10 —	...	...	7 —	7 —	10 —	10 —	Kyaukpyu.
...	...	...	...	...	...	...	...	...	...	...	...	Akyab.
...	...	...	...	...	...	...	...	...	...	...	...	Assam—
...	...	...	...	14 8	14 8	...	...	11 4	11 4	10 2	10 5	Surma—
...	...	...	...	10 10 1/2	10 10 1/2	...	...	9 2 1/2	9 2 1/2	8 —	8 —	Sylhet.
...	...	...	...	...	...	...	...	...	...	...	...	Cachar.
...	...	...	...	9 4	7 —	12 4	12 6	7 4	7 —	6 1	6 2	Hill tracts—
...	...	...	...	8 —	8 —	...	...	6 —	6 —	6 4	6 8	Khasi and Jaintia Hills.
...	...	...	...	...	...	...	...	3 —	3 —	4 —	4 —	Garo Hills.
...	...	...	...	...	...	...	...	...	...	...	...	Manipur.
...	...	...	...	13 8	13 —	...	...	11 —	10 —	10 —	10 —	Brahmaputra—
...	...	...	...	14 —	15 —	...	...	10 8	11 —	10 —	10 —	Goalpara.
...	...	...	...	12 —	12 —	...	...	10 —	10 —	10 —	10 —	Kamrup.
...	...	...	...	9 —	9 —	...	...	9 —	9 —	9 —	9 —	Darrang.
...	...	...	...	10 —	10 —	...	...	9 —	9 —	9 —	9 —	Nowgong.
...	...	...	...	13 —	13 —	...	...	10 —	10 —	8 —	8 —	Sibsagar.
...	...	...	...	...	...	...	...	...	...	...	...	Lakhimpur.
...	...	...	...	...	...	...	...	...	...	...	...	Bengal—
...	...	...	...	5 —	4 8	...	...	4 8	4 —	4 8	4 8	Eastern hill tracts—
...	...	...	...	...	...	...	...	...	...	...	...	Naga Hills.
...	...	...	...	15 —	13 8	...	...	...	...	10 —	10 —	Eastern—
...	...	...	...	12 8	12 8	...	...	...	...	9 —	9 —	Backerganj.
...	...	...	...	12 —	12 8	...	...	9 —	8 8	10 —	10 8	Noakhali.
...	...	...	...	16 —	16 —	...	...	12 14	11 12	10 —	10 —	Chittagong.
...	...	...	...	8 —	8 —	...	...	10 8	10 8	9 8	9 8	Tippera.
...	...	...	...	...	...	...	...	...	...	...	...	Dacca.
...	...	...	...	...	...	...	...	...	...	...	...	Maimensingh.
...	...	...	...	14 —	13 —	...	...	10 —	10 —	10 —	10 —	Deltic—
...	...	...	...	18 4	18 13	...	...	14 —	14 4	11 —	11 —	Khulna.
...	...	...	...	20 —	16 4	...	...	14 —	13 —	11 4	10 8	24-Parganas.
...	...	...	...	16 —	16 —	...	...	13 —	12 8	10 8	10 8	Midnapur.
...	...	...	...	17 12	16 —	26 —	26 —	12 4	11 6	10 —	10 —	Howrah.
...	...	...	...	16 —	16 —	...	...	11 —	11 —	10 —	10 8	Calcutta.
...	...	...	...	32 —	29 1	...	...	11 7	12 5	11 7	11 7	Hooghly.
...	...	...	...	20 —	16 8	...	...	12 —	12 —	10 —	10 —	Nadia (Krishnagarh).
...	...	...	...	23 —	23 —	...	...	8 —	8 —	10 —	10 —	Jessore.
...	...	...	...	...	...	...	...	...	...	...	...	Faridpur.

## RETAIL PRICES FOR THE 2nd HALF OF MARCH 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetia spicata).	
	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Best sort.		Common.		Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.
					Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.				
Bengal—continued.												
Central—												
Bankura . . . . .	15 —	15 —	...	...	13 4	13 4	18 12	20 —	...	...	...	...
Bardwan . . . . .	16 8	16 8	...	...	15 —	15 —	17 —	17 —	...	...	...	...
Birbhum . . . . .	18 —	15 —	...	...	15 —	15 —	18 —	18 —	...	...	...	...
Murshidabad . . . . .	21 —	20 —	32 —	32 —	15 —	14 —	19 —	18 8	...	...	...	...
Santhal Parganas . . . . .	14 8	12 8	32 —	30 —	14 8	12 8	23 —	20 —	...	...	...	...
Pabna . . . . .	22 8	16 8	35 —	22 8	7 —	7 —	18 12	18 12	...	...	...	...
Bogra . . . . .	16 8	16 8	...	...	15 —	15 —	22 8	22 8	...	...	...	...
Rajshahi . . . . .	25 8	22 8	45 —	41 4	12 —	12 —	19 2	18 12	...	...	...	...
Malda . . . . .	18 —	...	...	...	10 —	9 —	20 —	1 —	...	...	...	...
Northern—												
Rangpur . . . . .	12 —	12 —	...	...	10 —	9 —	19 —	18 —	...	...	...	...
Dinajpur . . . . .	16 —	16 —	16 —	16 —	15 10	15 10	21 10	21 10	...	...	...	...
Jaipalguri . . . . .	13 —	12 —	...	...	5 —	5 —	16 —	16 —	...	...	...	...
Hills—												
Darjeeling . . . . .	9 —	9 —	10 —	10 —	5 8	5 8	14 —	16 —	...	...	...	...
Orissa—												
Puri . . . . .	11 —	10 8	...	...	8 —	7 14	18 6	18 6	...	...	...	...
Cuttack . . . . .	13 2	13 2	...	...	10 8	10 8	16 6	16 6	...	...	...	...
Balasore . . . . .	16 —	16 —	10 8	11 —	14 —	14 —	18 —	17 —	...	...	...	...
Chota-Nagpur—												
Singbhum . . . . .	8 —	8 —	...	...	16 —	16 —	20 —	20 —	...	...	...	...
Manbhum . . . . .	14 —	14 —	28 —	30 —	13 —	14 —	23 —	22 —	26 —	24 —	...	...
Lorhādaga . . . . .	8 —	8 —	...	...	8 —	8 —	...	...	...	...	...	...
Palāmau . . . . .	18 —	15 —	22 —	22 —	14 —	14 —	20 —	20 —	...	...	...	...
Hazāribāgh . . . . .	21 6	18 9	30 6	30 6	18 —	16 14	20 4	18 9	...	...	...	...
Bihār, south—												
Monghyr . . . . .	15 —	14 —	24 —	20 —	8 —	8 —	18 —	18 —	...	...	...	...
Gaya . . . . .	21 4	16 —	27 —	24 —	11 8	10 —	14 12	14 8	...	...	...	...
Patna . . . . .	19 —	18 —	26 4	27 —	9 4	10 —	18 —	18 —	23 —	21 —	...	...
Shahabad . . . . .	20 —	20 —	30 —	30 —	16 —	15 —	21 —	21 8	35 —	36 —	...	...
Bihār, north—												
Purnea . . . . .	17 —	17 —	...	26 —	9 —	9 —	14 —	15 —	...	...	...	...
Bhāgalpur . . . . .	and 18 —	and 18 —	...	...	...	...	...	...	...	...	...	...
Darbhanga . . . . .	16 —	16 —	...	...	15 —	15 —	16 8	16 8	...	...	...	...
Muzaffarpur . . . . .	17 12	17 12	30 8	30 8	14 —	13 14	16 8	17 —	...	...	...	...
Saran . . . . .	17 —	14 —	25 —	25 8	9 8	9 —	14 —	15 —	...	...	...	...
Champaran . . . . .	17 —	16 —	...	20 —	8 —	8 —	14 —	14 —	...	...	...	...
	18 —	17 —	25 —	30 —	8 —	10 —	15 —	15 8	31 —	...	...	...
	15 —	15 8	31 —	...	6 8	6 8	12 8	13 8	...	...	...	...
N.W. Provinces—												
Eastern—												
Mirzapur . . . . .	17 8	15 8	28 —	26 —	11 —	11 —	15 —	15 —	26 —	24 8	24 —	22 —
Benares . . . . .	16 6	15 7	23 11	24 —	8 6	8 6	13 9	13 9	24 8	24 8	22 5	22 —
Ghazipur . . . . .	16 14	15 14	24 8	20 14	7 10	7 10	13 6	13 —	22 12	20 4	20 4	20 4
Jaunpur . . . . .	19 —	16 8	29 —	28 —	7 —	7 —	14 8	14 8	...	...	...	...
Allahabad . . . . .	16 —	14 8	24 —	23 —	9 —	9 —	12 —	11 12	20 8	23 —	18 8	21 8
Central—												
Banda . . . . .	16 —	16 —	22 8	23 —	...	5 8	13 8	13 12	25 —	24 —	26 —	25 8
Fatehpur . . . . .	17 4	16 —	26 8	24 8	8 —	8 —	14 —	14 —	...	25 —	...	25 —
Hamirpur . . . . .	16 —	16 8	20 —	24 —	8 —	8 —	11 —	12 —	25 12	25 4	25 12	25 4
Jalaun . . . . .	16 —	16 —	26 —	26 —	8 —	8 —	12 —	12 —	26 —	26 —	26 —	26 —
Cawnpore . . . . .	17 8	18 —	27 8	27 —	...	...	13 —	13 4	28 —	26 —	25 —	25 8
Jhānsi . . . . .	16 4	16 —	27 —	26 8	8 —	7 12	12 4	12 4	28 8	28 —	25 12	25 8
Etawah . . . . .	17 12	18 —	24 12	25 —	5 —	5 —	13 —	13 —	29 8	30 —	25 8	25 —
Farukhabad . . . . .	18 1	18 6	30 —	30 —	4 12	4 12	14 5	14 5	...	28 10	27 4	27 4
Mainpuri . . . . .	19 4	19 12	32 8	32 8	...	...	11 —	11 —	27 8	29 8	32 8	32 8
Etah . . . . .	20 —	18 8	35 8	33 8	4 8	4 8	13 —	13 —	33 8	30 8	30 —	...
Western—												
Meerut . . . . .	17 —	16 8	24 —	23 —	5 —	5 —	12 —	12 —	22 —	22 —	21 —	21 —
Agra . . . . .	16 8	16 8	26 —	26 —	8 —	8 —	12 —	12 —	25 —	25 —	23 —	23 —
Muttra . . . . .	18 —	17 4	29 12	29 12	7 8	7 8	14 2	14 2	25 8	25 8	23 2	23 2
Aligarh . . . . .	18 —	17 —	31 —	30 —	5 8	5 8	...	...	27 —	27 —	22 —	22 —
Bulandshahr . . . . .	20 —	19 —	35 —	32 —	5 —	5 —	12 —	12 —	29 —	29 —	25 —	25 —
Submontane, east—												
Ballia . . . . .	16 —	16 4	23 —	24 —	7 —	9 —	14 —	15 —	25 —	22 —	20 —	20 —
Azamgarh . . . . .	16 —	16 —	24 5	24 5	4 7	4 7	14 8	14 8	25 1	25 1	...	...
Gorakhpur . . . . .	17 4	18 14	25 2	30 9	12 8	13 10	14 12	15 7	27 —	27 —	22 8	22 8
Basti . . . . .	19 8	19 12	30 —	28 —	10 —	11 4	15 4	15 8	...	...	...	...



represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MAHUA OR RAGI ( <i>Eleusine corocana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUL, CADJAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTR. CTS.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
...	...	...	...	15 —	15 —	...	...	12 —	12 —	10 —	10 —	Bengal—continued.
...	...	...	...	21 8	21 8	...	...	14 —	14 —	12 4	12 4	Central—
...	...	...	...	26 —	20 —	...	...	14 —	13 8	10 8	10 8	Bankura.
...	...	...	...	32 —	29 —	...	...	18 —	18 —	11 —	11 —	Bardwan.
...	...	...	...	21 —	22 —	32 —	30 —	25 —	25 —	10 8	10 —	Birbhum.
...	...	...	...	26 4	16 8	...	...	12 8	12 8	9 12	9 12	Murshidabad.
...	...	...	...	19 8	16 8	...	...	9 12	9 12	9 12	9 12	Santhal Parganas.
...	...	...	...	{ 24 and 33 12 }	26 4	...	...	26 4	26 4	9 12	9 12	Patna.
...	...	...	...	22 —	22 —	...	...	14 —	14 —	9 8	10 —	Bogra.
...	...	...	...	20 —	19 —	21 —	21 —	9 —	9 —	9 —	9 —	Rajshahi.
...	...	...	...	19 —	19 —	...	...	16 8	13 —	10 10	10 10	Malda.
...	...	...	...	17 8	17 —	...	...	12 —	12 —	10 —	10 —	Northern—
14 —	14 —	...	...	11 4	11 —	24 —	24 —	8 —	8 —	8 —	8 —	Rangpur.
...	...	...	...	15 —	15 6	...	...	8 2	7 14	13 4	13 4	Dinajpur.
...	...	...	...	88 6	18 6	...	...	21 —	21 —	10 12	10 12	Jalpaiguri.
...	...	...	...	16 —	16 —	...	...	10 8	11 —	10 4	11 4	Hills—
...	...	...	...	9 —	9 —	...	...	10 —	10 —	7 —	7 —	Darjeeling.
...	...	...	...	18 —	18 8	...	...	14 —	13 —	11 —	10 —	Orissa—
39 —	35 —	...	...	20 —	{ to 20 }	26 —	28 —	{ to 13 }	{ to 13 }	9 8	9 8	Puri.
33 12	33 12	...	...	28 11	23 10	30 6	38 —	23 10	16 14	8 6	9 —	Cuttack.
28 —	28 —	...	...	24 —	22 8	24 —	22 8	12 8	12 4	9 —	8 —	Balasore.
...	...	...	...	29 12	22 —	25 —	25 —	13 12	20 —	10 —	10 —	Chota-Nagpur—
...	...	13 —	14 —	29 —	27 —	...	...	17 —	16 —	10 —	10 —	Singbhum.
...	...	20 —	22 —	30 —	28 —	45 —	45 —	20 —	20 —	11 —	11 —	Manbhum.
...	...	...	...	26 —	25 —	...	...	...	...	...	...	Lohardaga.
...	...	...	...	{ and 29 — }	{ and 26 — }	...	...	{ and 23 — }	{ and 24 — }	10 8	10 8	Palamanu.
...	...	...	...	16 —	16 —	...	...	11 —	11 —	10 8	10 8	Hazaribagh.
26 —	25 —	...	...	25 8	25 4	30 8	30 8	14 —	13 14	10 —	10 —	Bihar, south—
35 —	25 —	16 —	16 —	22 —	20 —	26 —	24 —	14 —	15 —	10 8	10 8	Monghyr.
...	...	...	...	23 —	23 —	23 —	23 —	14 —	16 —	11 8	11 8	Gaya.
...	...	...	...	27 —	25 —	29 —	29 8	18 8	18 —	10 8	10 12	Patna.
...	...	...	...	21 —	20 —	24 —	23 —	14 8	14 —	10 8	10 8	Shahabad.
...	...	...	...	...	...	...	...	...	...	...	...	Bihar, north—
...	...	...	...	...	...	...	...	...	...	...	...	Furnea.
...	...	14 —	14 —	28 —	26 —	23 —	27 —	18 —	17 —	10 —	10 —	N.W. Provinces—
...	...	16 5	16 5	25 14	25 —	27 2	27 10	16 4	16 —	10 6	10 6	Eastern—
...	...	15 12	16 4	28 8	27 2	...	28 8	18 8	16 14	9 4	9 4	Mirzapur.
...	...	...	...	26 —	24 —	28 —	28 —	21 —	...	11 4	11 4	Benares.
...	...	22 —	22 —	24 —	23 8	...	26 8	16 —	15 —	10 8	10 8	Ghazipur.
...	...	...	...	30 —	29 —	...	...	16 —	17 —	11 —	11 —	Jaunpur.
...	...	...	...	27 8	25 —	...	...	17 —	17 —	10 12	10 12	Allahabad.
...	...	...	...	29 12	25 4	...	...	16 —	16 —	10 4	10 4	Central—
...	...	...	...	28 —	26 —	...	...	16 —	16 —	10 12	11 —	Banda.
...	...	24 —	23 —	24 8	24 —	32 —	32 —	19 —	18 —	11 12	11 12	Fatehpur.
...	...	...	...	25 —	24 8	33 —	32 —	18 —	17 —	11 —	11 —	Hamirpur.
22 —	22 —	14 —	14 —	26 8	25 —	30 8	30 —	19 —	19 —	11 4	11 4	Jalaun.
...	...	...	...	22 8	23 3	...	...	16 5	16 5	11 4	11 4	Cawnpore.
...	...	...	...	22 —	22 8	39 8	34 8	19 8	19 8	11 —	11 —	Jhansi.
...	...	...	...	25 8	20 8	40 —	37 8	18 8	18 8	11 8	11 8	Etawah.
...	...	...	...	19 —	17 8	28 —	24 —	14 8	14 8	11 8	11 8	Farukhabad.
...	...	24 —	24 —	22 —	22 —	28 —	23 —	16 —	16 —	12 —	12 —	Mainpuri.
...	...	22 —	22 —	22 12	22 2	...	...	15 8	15 8	12 —	12 —	Etah.
...	...	16 8	17 —	23 8	21 —	...	33 —	16 12	...	...	...	Western—
...	...	23 —	23 —	20 12	20 8	38 —	33 —	17 —	17 —	11 4	11 4	Meerut.
24 —	24 —	17 —	18 —	25 —	26 —	27 —	27 —	16 —	15 —	10 —	10 —	Agra.
21 9	21 6	16 2	16 4	21 14	21 14	25 1	25 1	16 15	16 15	10 —	10 —	Muttra.
...	...	...	...	19 13	19 13	24 12	27 14	19 1	20 7	9 12	10 9	Aligarh.
...	...	...	...	23 —	19 8	25 12	25 12	18 4	18 4	11 —	10 12	Bulandshahr.
...	...	...	...	...	...	...	...	...	...	...	...	Submontane, east—
...	...	...	...	...	...	...	...	...	...	...	...	Ballia.
...	...	...	...	...	...	...	...	...	...	...	...	Azamgarh.
...	...	...	...	...	...	...	...	...	...	...	...	Gorakhpur.
...	...	...	...	...	...	...	...	...	...	...	...	Basti.

## RETAIL PRICES FOR THE 2nd HALF OF MARCH 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetia spicata).	
					Best sort.		Common.					
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<b>N.-W. Provinces—contd.</b>												
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	19 8	19 —	34 —	32 —	10 4	10 4	14 4	14 8	...	...	...	26 —
Budaun . . . . .	18 12	17 4 & 17 8	32 —	30 —	14 —	8 —	...	14 —	26 —	26 —	25 —	25 —
Pilibit . . . . .	17 8	17 4	36 —	28 —	5 4	5 4	16 6	16 4	26 —	26 —	...	22 —
Bareilly . . . . .	17 3	16 9	27 8	26 14	6 14	6 14	11 12	11 14	26 4	26 4	23 12	23 2
Moradabad . . . . .	19 8	17 12	30 12	28 8	5 4	5 4	13 —	13 4	31 —	26 —	26 8	22 —
Bijnor . . . . .	16 5	16 14	28 2	30 6	4 —	4 8	11 4	11 13	...	...	21 6	20 4
Muzaffarnagar . . . . .	19 4	18 4	33 —	23 2	...	...	11 8	12 2	...	...	...	...
Saharanpur . . . . .	18 12	18 12	19 8	29 8	4 13	4 13	11 4	11 4	22 9	22 9	23 10	23 10
Dehra-Dun . . . . .	17 8	16 6	27 8	28 —	6 10	7 —	11 12	12 5	18 —	18 —	16 —	20 6
<i>Hills—</i>												
Naini Tal . . . . .	13 —	13 —	21 —	21 —	4 —	4 —	10 —	10 —	...	...	...	...
Almora . . . . .	11 8	11 8	17 —	17 —	5 —	5 —	10 8	11 —	...	...	...	...
Garhwal . . . . .	12 —	10 —	16 —	12 —	7 —	6 —	11 —	10 —	...	...	...	...
<b>Oudh—</b>												
<i>Southern—</i>												
Partabgarh . . . . .	21 —	20 —	32 —	30 —	...	...	14 8	14 8	...	24 —	...	24 —
Sultaupur . . . . .	20 8	18 —	28 8	28 —	8 —	8 —	16 —	16 —	26 —	26 —	20 —	24 —
Rae-Bareilly . . . . .	19 12	19 12	30 —	29 —	5 —	5 —	15 12	16 —	25 —	23 —	22 —	22 —
Unao . . . . .	16 8	16 8	25 —	25 —	8 —	8 —	14 —	14 —	23 —	24 —	22 —	22 8
Lucknow . . . . .	18 12	18 4	31 —	30 —	5 8	5 8	14 —	13 8	32 —	29 —	27 —	26 —
Hardoi . . . . .	22 —	19 8	35 —	35 —	...	...	16 —	16 —	25 —	25 —	30 —	30 —
<i>Northern—</i>												
Fyzabad . . . . .	18 8	17 11	26 —	26 —	12 —	12 —	15 —	14 8	31 —	29 8	22 8	22 8
Barabanki . . . . .	18 8	20 —	24 —	...	...	...	14 —	14 —	28 —	28 —	24 —	23 —
Gonda . . . . .	20 8	18 4	32 —	32 —	...	...	16 2	16 4	32 8	32 8	26 —	26 —
Bahraich . . . . .	18 —	18 —	39 —	37 —	7 —	7 —	16 —	16 —	40 —	38 —	28 —	28 —
Sitapur . . . . .	19 12	20 —	33 —	32 —	5 —	5 —	14 —	14 —	...	28 8	...	27 —
Kheri . . . . .	20 8	19 8	36 —	39 —	5 —	5 —	15 —	16 8	40 —	40 —	...	...
<b>Rajputana—</b>												
<i>Eastern—</i>												
Partabgarh . . . . .	20 5	20 5	31 4	31 4	7 13	7 13	14 1	14 1	37 8	37 8	18 12	18 12
Banswara . . . . .	15 5	14 6	12 8	12 8	5 10	5 —	14 6	12 8	...	...	...	...
Meywar (Udaipur) . . . . .	14 7	14 7	21 7	20 5	8 9	8 9	9 6	9 6	26 14	27 5	15 3	15 13
<i>Hilly Tracts of Meywar (Dungarpur)—</i>												
Sirohi . . . . .	18 8	17 —	26 —	24 —	7 8	7 8	11 8	11 8	...	...	...	...
Eripur . . . . .	13 4	12 —	21 —	20 —	5 8	5 8	7 —	7 —	13 —	13 —	14 —	14 —
Sirohi . . . . .	14 2	14 8	21 10	21 14	6 10	6 10	9 3	9 2	20 6	20 4	16 4	16 11
Ajmere . . . . .	14 2 & 12 5 &	13 8	19 10 &	18 —	6 5 &	6 5 &	9 2 &	9 2 &	21 —	20 8	17 2 &	17 2 &
Abu . . . . .	13 8	13 7	17 10	17 14	5 12	5 11	7 4	7 10	...	...	13 8	14 8
Kishengarh . . . . .	13 4	13 4	18 —	17 12	5 8	5 8	6 8	6 8	19 12	19 8	17 12	17 12
Bundi . . . . .	16 4	16 3	28 4	25 8	6 8	6 8	9 —	7 8	30 12	27 8	20 8	18 8
Kotah . . . . .	19 12	18 8	30 —	30 —	7 —	7 4	8 12	9 —	33 4	33 4	19 12	20 —
Jhalawar . . . . .	17 —	15 12	33 1 &	34 10	7 10	7 11 &	12 —	12 3	30 —	30 6	20 2 &	20 6 &
Tonk . . . . .	14 —	14 —	20 —	21 —	4 —	5 —	6 —	7 —	21 —	22 —	...	18 —
Jaipur . . . . .	12 —	11 12	18 12	19 —	4 4	4 4	6 8	6 8	19 —	18 8	16 8	16 4
Kerauli . . . . .	15 —	15 —	25 10	25 8	9 1	9 1	9 11	9 11	27 3	27 2	23 12	23 12
Dholpur . . . . .	16 —	15 7 &	27 —	25 5	9 —	9 5 &	10 2	10 2	26 2	26 3 &	26 3	26 3
Bhartpur . . . . .	16 12	15 15	29 2	27 6	5 —	5 —	8 —	8 —	23 —	26 10	25 11	25 —
Alwar . . . . .	15 6	14 14	23 7	22 4 &	5 12	5 12	9 4	9 4	23 4	23 9 &	20 9	20 11 &
Deoli Cantonment . . . . .	15 5	15 5	21 11	21 9	4 —	4 —	6 —	6 —	24 —	23 8	23 —	23 —
Nasirabad Cantonment . . . . .	14 —	13 8	...	...	7 —	7 —	9 —	10 —	22 8	22 8	18 8	18 8
Balmer . . . . .	13 —	13 4	...	15 —	5 8	6 —	7 8	7 —	...	17 —	15 —	15 4
Anadra . . . . .	13 5 &	12 9 &	...	...	6 8	6 8	7 10	7 8	...	...	...	...
Shahpura . . . . .	14 6	14 5	...	...	7 —	7 —	...	10 —	23 —	23 —	18 —	18 —
<i>Western—</i>												
Jodhpur . . . . .	12 13	12 13	18 1	17 3	6 15	6 15	7 9 &	8 6	17 12	17 10 &	15 11 &	16 4
Jaisalmer . . . . .	13 7	13 7	...	...	6 8	6 —	10 —	10 —	15 3	16 —	12 9	13 6
Bikaner . . . . .	9 13	10 —	15 8	16 —	3 12	3 9	6 —	6 —	...	...	13 —	13 8
<b>Central India—</b>												
Indore . . . . .	14 8	13 —	24 —	18 4	8 4	8 4	9 4	9 4	27 —	27 —	22 —	22 —
Nimach Cantonment . . . . .	15 8	15 8	...	...	7 —	7 —	8 —	8 —	25 —	26 —	22 —	22 —
Gwalior . . . . .	10 1 &	9 11	19 14 &	19 2	5 13 &	5 13 &	6 10 &	6 10 &	19 10 &	19 10 &	18 1	17 4 &
<b>Panjab—</b>												
<i>Southern—</i>												
Hissar . . . . .	18 —	17 —	25 —	23 —	...	...	10 —	10 —	20 —	20 —	18 —	18 —
Ferozpur . . . . .	18 —	17 —	32 —	27 —	...	...	10 —	10 —	20 —	22 —	20 —	20 —
<i>Central—</i>												
Lahore . . . . .	18 —	16 —	34 —	33 —	...	...	12 —	12 —	22 —	20 —	20 —	21 —
Gujranwala . . . . .	17 —	17 —	32 —	32 —	...	...	13 —	13 —	25 —	20 —	20 —	21 —
Gujrat . . . . .	17 —	17 —	28 —	25 —	...	...	11 —	11 —	24 —	24 —	22 —	22 —
Jhelam . . . . .	17 —	17 —	32 —	32 —	...	...	12 —	12 —	25 —	25 —	22 —	20 —



represent the number of sers (of 80 tals) and chittacks sold for one rupee.)

MARUA OR BAGI ( <i>Eleusine cor- cana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arctinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADJAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	21 —	22 8	...	...	18 —	18 4	11 4	11 4	N.-W. Provinces—contd.
...	...	15 —	16 —	25 —	22 —	35 —	34 —	19 —	18 —	10 12	10 12	Submontane, west—
...	...	...	...	21 4	23 8	37 —	31 —	17 —	17 —	11 —	11 —	Shahjahanpur.
...	...	21 4	21 4	18 7	17 13	35 —	31 4	13 12	13 12	10 —	10 —	Budaun.
...	...	18 —	18 —	19 —	17 8	36 —	32 8	15 —	15 —	11 —	11 —	Pilibit.
...	...	...	...	18 9	17 2	23 2	28 2	13 8	13 8	11 —	11 2	Bareilly.
...	...	...	...	19 4	18 11	25 —	27 —	14 5	14 5	11 4	11 4	Moradabad.
25 9	25 13	23 10	23 10	18 8	18 8	27 11	27 11	13 15	13 15	11 4	11 4	Bijnor.
26 8	26 8	...	...	17 4	17 8	26 8	26 8	14 —	16 —	10 8	10 8	Muzaffarnagar.
...	...	...	...	13 8	13 8	...	...	10 —	10 —	8 —	8 —	Saharanpur.
16 —	17 —	...	...	12 4	12 8	...	...	11 —	11 3	8 8	8 8	Dehra-Dun.
...	...	...	...	10 —	8 —	...	...	8 —	6 —	7 8	6 —	Hills—
...	...	...	...	27 —	22 —	...	...	18 —	17 8	11 —	11 —	Naini Tal.
...	...	...	...	28 —	24 —	...	...	18 —	17 —	10 8	10 12	Almora.
28 —	28 —	25 —	25 —	28 8	21 —	25 —	25 —	18 —	16 —	11 —	11 —	Garhwál.
...	...	...	...	22 —	22 —	29 —	29 —	18 —	18 —	11 —	11 —	Oudh—
...	...	25 8	25 —	23 —	21 —	32 —	30 —	17 —	18 8	11 —	11 —	Southern—
...	...	...	...	25 —	23 —	...	...	18 —	22 —	10 8	10 8	Partabgarh.
...	...	...	...	20 —	20 —	28 —	28 —	18 —	19 —	11 —	11 —	Sultanpur.
...	...	...	...	22 8	23 8	35 —	29 8	18 8	18 8	10 8	10 8	Rae-Bareilly.
45 —	45 —	17 —	17 —	26 —	26 —	35 —	33 —	21 —	21 —	10 8	10 8	Unao.
...	...	...	...	24 —	25 —	...	28 —	19 8	18 —	11 —	11 —	Lucknow.
...	...	...	...	23 —	24 —	40 —	38 —	22 —	28 —	11 —	11 —	Hardoi.
...	...	...	...	28 2	28 2	39 1	39 1	17 3	35 2	19 4	19 1	Northern—
...	...	12 8	13 4	15 10	14 7	27 5	25 12	11 11	11 11	10 5	10 5	Fyzabad.
...	...	17 —	15 —	26 —	22 8	35 —	34 —	...	...	10 8	10 8	Barabanki.
...	...	...	...	14 —	14 —	20 —	21 —	...	...	12 —	12 —	Gonda.
...	...	...	...	15 7	16 10	...	...	...	...	12 4	12 4	Bahraich.
...	...	9 4	9 4	16 8	16 8	22 —	21 2	...	...	12 8	12 8	Sitapur.
...	...	...	...	15 11	15 14	20 1	20 7	10 2	10 4	11 —	11 —	Kheri.
...	...	...	...	16 12	16 8	20 —	19 8	10 12	10 13	11 —	11 —	Rajputana—
...	...	...	...	26 14	19 10	29 8	26 10	...	...	12 12	12 12	Eastern—
...	...	26 4	29 —	26 8	23 8	28 —	28 —	10 —	10 —	10 4	10 4	Partabgarh.
...	...	...	...	17 —	17 —	...	24 8	...	...	10 —	10 —	Banswara.
...	...	21 —	21 —	16 8	16 8	19 —	19 —	20 —	20 —	11 —	12 —	Meywar (Udaipur).
...	...	23 12	23 14	17 —	16 12	...	...	19 6	19 8	11 4	11 4	Hilly Tracts of Meywar
...	...	20 13	20 13	20 15	20 15	...	...	18 2	16 6	11 8	11 8	(Dungarpur).
...	...	26 15	26 13	21 6	20 9	28 —	30 —	23 —	13 10	11 12	11 12	Sirohi.
...	...	14 —	14 —	19 2	18 14	22 14	21 5	24 —	24 —	12 8	12 8	Eripura.
...	...	...	...	19 14	20 —	...	...	12 8	12 8	13 —	13 —	Ajmere.
...	...	...	...	18 —	16 —	...	...	10 —	10 —	12 —	12 —	Abu.
...	...	...	...	9 12	12 —	17 7	...	10 —	10 —	12 —	14 3	Kishengarh.
...	...	...	...	16 —	16 —	21 6	21 6	9 4	8 12	12 —	12 —	Bundi.
...	...	...	...	14 —	14 —	22 —	22 —	...	...	11 —	11 —	Kotah.
...	...	...	...	13 14	14 4	18 1	18 6	10 7	9 11	13 11	13 11	Jhallawar.
...	...	...	...	12 —	12 —	...	...	10 —	10 —	21 —	21 —	Tonk.
...	...	...	...	15 —	16 —	...	...	10 —	10 —	12 —	12 —	Jaipur.
...	...	...	...	20 8	19 8	33 —	32 —	16 —	14 —	11 —	11 —	Keraili.
...	...	...	...	19 —	17 8	...	...	12 —	11 8	12 —	12 —	Dholpur.
...	...	4 4	3 3	17 —	16 7	23 14	24 2	9 9	9 9	7 15	7 15	Bhartpur.
†	†	16 —	16 —	23 —	22 —	32 —	28 —	10 —	10 —	12 8	12 8	Alwar.
†	†	...	...	...	...	...	...	...	...	...	...	Deoli Cantonment.
†	†	...	...	...	...	...	...	...	...	...	...	Nasirabad Cantonment.
†	†	...	...	...	...	...	...	...	...	...	...	Balmer.
†	†	...	...	...	...	...	...	...	...	...	...	Anadra.
†	†	...	...	...	...	...	...	...	...	...	...	Shahpura.
†	†	...	...	...	...	...	...	...	...	...	...	Western—
†	†	...	...	...	...	...	...	...	...	...	...	Jodhpur.
†	†	...	...	...	...	...	...	...	...	...	...	Jaisalmer.
†	†	...	...	...	...	...	...	...	...	...	...	Bikaner.
†	†	...	...	...	...	...	...	...	...	...	...	Central India—
†	†	...	...	...	...	...	...	...	...	...	...	Indore.
†	†	...	...	...	...	...	...	...	...	...	...	Nimach Cantonment.
†	†	...	...	...	...	...	...	...	...	...	...	Gwalior.
†	†	...	...	...	...	...	...	...	...	...	...	Panjab—
†	†	...	...	...	...	...	...	...	...	...	...	Southern—
†	†	...	...	...	...	...	...	...	...	...	...	Hissar.
†	†	...	...	...	...	...	...	...	...	...	...	Ferozpur.
†	†	...	...	...	...	...	...	...	...	...	...	Central—
†	†	...	...	...	...	...	...	...	...	...	...	Lahore.
†	†	...	...	...	...	...	...	...	...	...	...	Gujranwala.
†	†	...	...	...	...	...	...	...	...	...	...	Gujrat.
†	†	...	...	...	...	...	...	...	...	...	...	Jhelam.

\* Not sold.

† Not produced.

‡ Not procurable.

§ Husked.

|| Unhusked.

## RETAIL PRICES FOR THE 2nd HALF OF MARCH 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetia spicata).	
					Best sort.		Common.					
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
<b>Panjab—continued.</b>												
South-eastern—												
Gurgaon . . . . .	17 —	16 —	26 —	25 —	...	...	10 —	10 —	22 —	22 —	20 —	20 —
Delhi . . . . .	18 —	16 —	25 —	24 —	...	...	12 —	12 —	22 —	22 —	20 —	20 —
Rohtak . . . . .	17 —	16 —	25 —	23 —	...	...	13 —	13 —	21 —	21 —	20 —	20 —
Karnal . . . . .	20 —	18 —	30 —	30 —	...	...	10 —	10 —	25 —	25 —	20 —	20 —
Submontane—												
Ambala . . . . .	19 —	19 —	24 —	24 —	...	...	12 —	10 —	29 —	29 —	23 —	23 —
Ludhiana . . . . .	20 —	20 —	30 —	28 —	...	...	11 —	10 —	23 —	23 —	21 —	21 —
Jalandhar . . . . .	21 —	20 —	27 —	27 —	...	...	11 —	11 —	24 —	24 —	21 —	21 —
Hoshiarpur . . . . .	21 —	20 —	27 —	27 —	...	...	12 —	12 —	22 —	22 —	18 —	18 —
Gurdaspur . . . . .	20 —	20 —	38 —	38 —	...	...	12 —	12 —	24 —	24 —	†	†
Amritsar . . . . .	19 —	18 —	34 —	34 —	...	...	11 —	11 —	20 —	20 —	20 —	21 —
Sialkot . . . . .	18 —	17 —	31 —	30 —	...	...	14 —	14 —	26 —	26 —	23 —	22 —
Hills—												
Simla . . . . .	14 —	14 —	19 —	20 —	...	...	9 —	10 —	19 —	21 —	15 —	15 —
Kangra . . . . .	19 —	19 —	26 —	26 —	...	...	16 —	16 —	†	†	†	†
Northern—												
Rawalpindi . . . . .	16 —	16 —	26 —	26 —	...	...	10 —	10 —	31 —	31 —	20 —	20 —
Hazara . . . . .	17 —	17 —	29 —	29 —	...	...	12 —	12 —	21 —	26 —	20 —	20 —
Peshawar . . . . .	16 —	15 —	32 —	29 —	...	...	10 —	10 —	29 —	32 —	18 —	18 —
Kohat . . . . .	16 —	16 —	31 —	27 —	...	...	13 —	13 —	†	†	22 —	22 —
Bannu . . . . .	23 —	22 —	35 —	33 —	...	...	14 —	14 —	41 —	45 —	28 —	24 —
Western—												
Shahpur . . . . .	19 —	18 —	30 —	24 —	...	...	10 —	10 —	20 —	24 —	21 —	21 —
Jhang . . . . .	18 —	18 —	27 —	25 —	...	...	12 —	12 —	30 —	30 —	27 —	25 —
Multan . . . . .	16 —	16 —	25 —	25 —	...	...	16 —	16 —	26 —	26 —	23 —	23 —
Montgomery . . . . .	18 —	18 —	26 —	26 —	...	...	12 —	12 —	*	29 —	†	†
Dera Ismael Khan . . . . .	20 —	19 —	25 —	25 —	...	...	8 —	9 —	25 —	24 —	23 —	23 —
Muzaffargarh . . . . .	17 —	17 —	23 —	22 —	...	...	12 —	15 —	20 —	20 —	22 —	22 —
Dera Ghazi Khan . . . . .	16 —	16 —	23 —	22 —	...	...	14 —	14 —	23 —	23 —	20 —	20 —
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	13 —	13 —	...	...	9 —	8 —	10 —	10 —	18 —	20 —	17 8	18 —
Hyderabad . . . . .	12 —	12 —	...	...	9 —	9 —	12 —	12 —	20 —	20 —	20 —	20 —
Thar and Parkar (Umarkot) . . . . .	12 —	12 —	...	...	18 —	18 —	19 —	19 —	16 —	16 —	16 —	16 —
Shikarpur . . . . .	15 —	15 —	...	...	8 —	8 —	9 —	9 —	27 —	27 —	23 —	23 —
Upper Sind Frontier . . . . .	13 —	13 —	...	...	10 —	10 —	11 —	11 —	27 8	27 8	25 —	25 —
Quetta . . . . .	14 — 15 8	13 — 15 —	17 8	18 —	4 —	4 —	8 —	8 —	20 8	22 —	16 8	18 —
<b>Bombay—</b>												
Konkan—												
Karwar . . . . .	10 3	10 3	...	...	9 2	9 2	11 2	11 2	15 3	15 3	15 —	15 —
Ratnagiri . . . . .	8 2	8 2	...	...	11 10	11 10	12 13	12 13	11 11	11 11	13 4	13 4
Alibag . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bombay . . . . .	8 7	8 7	...	...	7 10	7 10	10 6	10 6	14 11	14 11	14 9	14 9
Tanna . . . . .	11 14	10 15	...	...	12 —	12 —	12 15	12 15	*	*	16 3	16 3
Deccan—												
Dharwar . . . . .	14 11	15 3	...	...	14 5	14 5	14 13	14 13	24 9	24 9	23 1	26 1
Belgaum . . . . .	15 3	15 3	...	...	12 10	13 7	13 2	13 10	21 13	21 13	21 7	21 7
Satara . . . . .	17 6	17 6	...	...	10 5	11 1	11 10	11 10	21 10	22 9	19 7	20 13
Sholapur . . . . .	16 12	16 5	...	...	11 8	11 8	12 11	12 11	31 4	30 13	23 4	23 4
Bijapur . . . . .	17 12	16 7	...	...	8 5	8 5	12 6	12 6	32 6	29 11	28 3	28 3
Poona . . . . .	11 10	11 10	...	...	9 11	9 11	10 13	10 13	21 14	21 14	18 6	18 6
Khandesh—												
Ahmadnagar . . . . .	13 1	13 1	...	...	7 6	10 5	13 9	13 10	23 6	22 —	20 7	20 7
Nasik . . . . .	14 6	14 6	...	...	8 11	8 11	10 4	10 4	*	*	16 4	16 4
Dhulia . . . . .	12 4	12 4	...	...	7 7	7 7	9 7	9 7	25 14	25 14	20 3	20 3
Gujarat—												
Surat . . . . .	12 8	12 —	...	...	7 6	7 6	8 13	8 13	21 11	21 4	17 9	18 1
Broach . . . . .	14 8	12 8	...	...	8 —	8 —	11 —	10 —	22 —	20 —	16 —	16 —
Kaira . . . . .	14 —	14 —	...	...	8 —	8 —	12 —	12 —	19 —	20 —	16 —	16 —
Baroda Cantonment . . . . .	11 8	11 8	...	...	7 —	7 —	9 —	9 —	20 —	20 —	16 —	16 —
Ahmadabad . . . . .	12 —	12 —	...	...	9 —	9 —	12 —	12 —	18 —	18 —	16 —	16 —
Godhra . . . . .	10 —	10 —	...	...	8 —	8 —	10 8	10 8	...	...	17 —	17 —
Dia Cantonment . . . . .	15 —	14 —	...	...	6 8	6 8	9 —	9 —	21 —	20 —	20 —	20 —
Kathiawar—												
Rajkot . . . . .	16 —	16 —	...	...	6 11	6 10	10 —	10 —	18 8	18 8	15 6	15 6
<b>Central Provinces—</b>												
Western—												
Nimar . . . . .	15 1	13 11	...	...	6 12	6 12	12 8	12 8	27 9	27 9	...	...
Khandwa . . . . .	13 —	13 —	...	...	10 —	10 —	11 8	11 8	26 —	28 —	21 —	21 —
Hoshangabad . . . . .	13 1	13 1	...	...	9 —	9 —	12 11	12 11	22 11	22 11	...	...
Betul . . . . .	16 —	16 —	...	...	12 —	12 —	14 6	14 6	24 —	24 —	...	...
Chhindwara . . . . .	16 —	16 —	...	...	10 —	10 —	13 —	13 —	23 —	23 —	...	...
Nagpur . . . . .	13 12	13 12	...	...	11 4	11 4	15 —	15 —	23 —	23 —	...	...
Wardha . . . . .	13 5	13 5	...	...	7 —	7 —	10 7	10 7	26 14	26 14	...	...

\* Not sold.

† Not produced.

‡ Not procurable.



represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MAHUA OR RAGI ( <i>Eleu- sine corvo- cana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer aristinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR CADJAN PEE ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
†	†	†	†	19 —	19 —	27 —	26 —	15 —	15 —	11 —	11 —	Panjab—continued.
†	†	14 —	14 —	20 —	19 —	27 —	24 —	14 —	14 —	12 —	12 —	
20 —	20 —	10 —	10 —	21 —	20 —	28 —	27 —	16 —	16 —	11 —	11 —	South-eastern—
		12 —	12 —	20 —	20 —	30 —	25 —	18 —	18 —	10 8	10 8	Gurgaon.
†	†											Delhi.
†	†	16 —	16 —	20 —	20 —	30 —	30 —	14 —	14 —	12 12	12 12	Rohtak.
†	†	18 —	17 —	23 —	22 —	35 —	33 —	11 —	10 —	12 —	12 —	Karnal.
20 —	16 —	20 —	20 —	22 —	21 —	33 —	33 —	†	†	13 —	13 —	Submontane—
†	†	14 —	14 —	22 —	22 —	31 —	29 —	8 —	8 —	12 12	12 12	Ambala.
†	†	15 —	15 —	22 —	22 —	30 —	30 —	†	†	12 —	12 —	Ludhiana.
†	†	22 —	22 —	21 —	21 —	31 —	30 —	11 —	11 —	12 —	12 —	Jalandhar.
		†	†	20 —	19 —	24 —	23 —	†	†	13 12	13 12	Hoshiarpur.
												Gordaspur.
												Amritsar.
												Sialkot.
18 —	18 —	10 —	10 —	15 —	14 —	22 —	22 —	8 —	8 —	9 8	9 8	Hills—
†	†	*	*	19 —	19 —	30 —	30 —	12 —	12 —	11 —	11 —	Simla.
												Kangra.
*	*	15 —	15 —	22 —	20 —	26 —	24 —	11 —	11 —	13 —	13 —	Northern—
†	†	16 —	16 —	16 —	16 —	24 —	24 —	9 —	9 —	11 8	11 8	Rawalpindi.
†	†	20 —	20 —	17 —	17 —	27 —	27 —	13 —	13 —	17 —	17 —	Hazara.
13 —	13 —	†	†	21 —	21 —	24 —	23 —	†	†	17 14	17 14	Peshawar.
		8 —	8 —	30 —	30 —	36 —	35 —	10 —	11 —	21 4	21 4	Kohat.
												Bannu.
20 —	20 —	21 —	21 —	25 —	25 —	20 —	24 —	*	*	13 —	13 —	Western—
32 —	30 —	35 —	30 —	19 —	18 —	32 —	32 —	6 —	6 —	12 —	12 —	Shahpur.
†	†	22 —	22 —	19 —	19 —	29 —	29 —	†	†	12 4	12 4	Jhang.
†	†	†	†	21 —	22 —	26 —	28 —	10 —	10 —	12 —	12 8	Multan.
†	†	†	†	18 —	25 —	26 —	26 —	12 —	12 —	16 8	16 4	Montgomery.
†	†	†	†	20 —	18 —	†	†	8 —	8 —	12 —	12 —	Dera Ismael Khan.
								†	†	11 —	11 —	Muzaffargarh.
												Dera Ghazi Khan.
†	†	...	...	15 —	15 —	...	...	10 —	10 —	14 —	13 8	Sind and Baluchistan—
†	†	...	...	14 8	14 8	...	...	9 —	9 —	12 —	12 —	Karachi.
†	†	...	...	8 —	8 —	...	...	...	...	12 —	12 —	Hyderabad.
†	†	...	...	18 —	18 —	...	...	12 —	12 —	12 —	12 —	Thar and Parkar (Umarkot).
†	†	...	...	18 8	17 8	...	...	9 —	9 —	11 —	11 —	Shikarpur.
		6 —	6 —	15 4	15 4	16 8	17 —	8 —	8 —	9 —	9 —	Upper Sind Frontier.
												Quetta.
16 3	16 3	...	...	12 8	12 8	...	...	11 4	11 4	10 10	10 10	Bombay—
14 2	14 2	...	...	8 4	8 4	...	...	9 7	9 7	10 6	10 6	Konkan—
...	...	...	...	...	...	...	...	...	...	...	...	Karwar.
11 4	11 4	...	...	13 12	13 12	...	...	10 3	10 3	11 9	11 9	Ratnagiri.
*	*	...	...	14 3	14 3	...	...	12 12	11 14	12 4	12 4	Alibég.
												Bombay.
												Tanna.
21 8	23 —	...	...	18 4	18 4	...	...	15 3	14 12	12 —	12 —	Deccan—
*	*	...	...	16 —	16 —	...	...	16 8	16 1	11 9	11 9	Dharwar.
*	*	...	...	15 10	17 6	...	...	15 6	15 6	11 10	11 10	Belgaum.
*	*	...	...	19 13	19 6	...	...	17 8	17 8	11 10	11 10	Satara.
*	*	...	...	19 11	19 11	...	...	16 12	14 4	11 12	11 12	Sholapur.
				14 15	14 15	...	...	13 1	13 1	11 13	11 13	Bijapur.
												Poona.
20 11	20 11	...	...	16 10	16 10	...	...	12 9	12 9	12 6	12 6	Khandesh—
...	...	...	...	17 2	17 2	...	...	12 13	12 13	12 1	12 11	Ahmadnagar.
				13 3	13 3	...	...	13 11	13 11	11 6	11 6	Nasik.
												Dhulia.
...	...	...	...	14 13	14 13	...	...	13 14	13 14	12 —	12 —	Gujarat—
20 —	20 —	...	...	16 —	13 8	...	...	16 —	14 8	13 —	13 —	Surat.
20 —	20 —	...	...	16 —	16 —	...	...	17 —	17 —	12 8	12 8	Broach.
23 —	23 —	...	...	15 —	15 —	...	...	15 —	14 —	11 8	11 8	Kaira.
*	*	...	...	16 —	16 —	...	...	16 —	16 —	13 8	13 8	Baroda Cantonment.
				16 —	16 —	...	...	11 —	11 —	12 —	12 —	Ahmadabad.
				16 —	16 —	...	...	12 —	12 —	12 8	12 8	Godhra.
												Disa Cantonment.
*	*	...	...	16 11	16 11	...	...	13 5	12 —	81 10	81 10	Kathiawar—
												Rajkot.
...	...	...	...	17 4	17 4	...	...	14 12	14 —	10 14	10 14	Central Provinces—
...	...	...	...	16 —	16 —	...	...	*	*	9 —	9 —	Western—
...	...	...	...	20 9	22 2	...	...	12 —	12 —	9 14	9 14	Nimar.
...	...	...	...	16 —	18 —	...	...	12 —	12 —	8 —	8 —	Khandwa.
...	...	...	...	19 —	19 —	...	...	12 —	12 —	8 —	8 —	Hoshangabad.
...	...	...	...	18 12	18 12	...	...	18 12	18 12	10 —	10 —	Betul.
...	...	...	...	16 —	16 —	...	...	16 —	16 —	10 11	10 11	Chhindwara.
												Nagpur.
												Wardha.

\* Not sold.

† Not produced.

‡ Not procurable.

## RETAIL PRICES FOR THE 2nd HALF OF MARCH 1899—concluded. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLUM (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetia spicata).	
					Best sort.		Common.					
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
<b>Central Provinces—contd.</b>												
<i>Central—</i>												
Narsinghpur . . . . .	13 11	12 13	...	...	12 13	12 13	12 13	12 13	21 5	21 5	...	...
Sangli . . . . .	14 8	14 8	...	...	13 6	13 6	14 2	14 2	24 —	24 —	...	...
Damoh . . . . .	15 —	14 —	...	...	12 5	12 5	14 1	14 1	20 —	19 10	...	...
Jubbulpore . . . . .	18 —	15 8	...	...	12 —	12 —	17 —	17 —	23 —	22 —	...	...
Mandla . . . . .	18 —	17 —	...	...	14 —	14 —	19 —	19 —	...	...	...	...
Seoni . . . . .	18 11	19 3	...	...	9 —	9 —	16 —	16 —	24 14	24 5	...	...
Balaghat . . . . .	14 —	13 8	...	...	15 —	15 —	20 —	20 —	...	...	...	...
Bhandara . . . . .	16 4	16 4	...	...	...	...	16 4	16 4	...	...	...	...
Chanda . . . . .	12 9	12 9	...	...	...	...	16 8	14 11	25 5	28 1	...	...
<i>Eastern—</i>												
Bilaspur . . . . .	18 4	18 4	...	...	18 4	18 4	21 5	21 5	...	...	...	...
Raipur . . . . .	18 8	17 —	...	...	12 8	12 8	18 8	18 12	...	...	...	...
Sambalpur . . . . .	16 —	16 —	...	...	13 —	13 —	19 8	20 —	...	...	...	...
<b>Berar—</b>												
Buldina . . . . .	13 —	12 —	...	...	7 —	7 —	9 —	9 —	35 8	34 —	25 —	25 —
Basim . . . . .	13 12	13 14	...	...	7 —	7 —	12 —	12 —	33 8	33 —	...	...
Akola . . . . .	12 12	12 —	...	...	6 8	6 8	8 —	8 —	32 —	30 —	...	...
Ellichpur . . . . .	11 —	11 —	...	...	6 —	6 —	8 —	8 —	27 —	27 —	20 —	20 —
Anraoti . . . . .	12 —	12 —	...	...	7 —	7 —	10 —	10 —	30 —	30 —	26 —	26 —
Wun . . . . .	10 —	11 —	...	...	7 —	7 —	8 —	8 —	32 —	30 —	18 —	20 —
<b>Nizam's Territories—</b>												
Secunderabad . . . . .	9 14	9 14	...	...	5 14	5 14	7 2	7 2	21 —	19 12	19 12	19 12
Bolaram . . . . .	10 8	10 8	...	...	5 4	5 4	11 4	11 1	22 3	21 7	...	...
Chadarghat . . . . .	9 12	9 8	...	...	6 4	6 4	9 14	9 12	22 8	22 —	22 8	22 —
<b>Madras—</b>												
<i>Malabar Coast—</i>												
Malabar . . . . .	...	...	...	...	...	...	12 2	12 2	...	...	...	...
S. Canara . . . . .	...	...	...	...	...	...	13 11	13 11	...	...	...	...
<i>South central—</i>												
Coimbatore . . . . .	...	...	...	...	...	...	11 5	11 11	18 5	18 5	19 14	20 11
Nilgiris . . . . .	...	...	...	...	...	...	8 13	8 13	...	...	...	...
Salem . . . . .	...	...	...	...	...	...	12 3	12 3	21 6	20 14	18 13	18 6
<i>Central—</i>												
Bellary . . . . .	...	...	...	...	...	...	11 14	11 14	28 14	29 6	...	...
Anantapur . . . . .	...	...	...	...	...	...	13 —	13 8	26 5	26 5	...	...
Cuddapah . . . . .	...	...	...	...	...	...	11 10	11 10	24 8	24 8	21 —	21 —
Karnul . . . . .	...	...	...	...	...	...	11 6	11 6	32 14	34 5	...	...
<i>East Coast, north—</i>												
Ganjam . . . . .	...	...	...	...	...	...	12 —	12 —	...	...	...	...
Vizagapatam . . . . .	...	...	...	...	...	...	12 2	12 6	...	...	23 13	23 13
Godavari . . . . .	...	...	...	...	...	...	12 8	12 8	21 2	21 2	...	...
<i>East Coast, central—</i>												
Kistna . . . . .	...	...	...	...	...	...	15 6	15 6	20 8	20 8	...	...
Nellore . . . . .	...	...	...	...	...	...	19 2	21 3	23 11	19 10	16 14	16 14
<i>East Coast, south—</i>												
Madras . . . . .	...	...	...	...	...	...	12 13	12 8	16 10	18 6	...	...
Chingleput . . . . .	...	...	...	...	...	...	14 5	14 5	...	...	...	...
N. Arcot . . . . .	...	...	...	...	...	...	17 —	17 —	...	...	...	...
S. Arcot . . . . .	...	...	...	...	...	...	14 —	14 —	...	...	20 13	20 13
Tanjore . . . . .	...	...	...	...	...	...	13 8	13 13	...	...	25 6	24 11
Trichinopoly . . . . .	...	...	...	...	...	...	13 3	13 6	17 8	17 8	20 5	20 14
<i>Southern—</i>												
Tinnevely . . . . .	...	...	...	...	...	...	12 2	12 2	15 11	14 5	14 6	12 11
Madura . . . . .	...	...	...	...	...	...	13 13	13 2	16 3	17 13	14 11	17 10
<b>Mysore—</b>												
Mysore . . . . .	10 4	11 —	...	...	9 8	10 8	11 —	11 —	...	...	...	...
Bangalore . . . . .	11 —	10 8	10 —	10 —	8 —	8 8	10 —	10 —	25 —	24 8	...	...
Kolar . . . . .	8 —	8 —	6 —	6 —	8 —	8 —	10 —	10 —	...	...	...	...
Tumkur . . . . .	11 —	11 —	...	...	10 —	10 —	11 —	11 —	...	...	...	...
Hassan . . . . .	12 —	10 —	10 —	9 —	10 —	10 —	12 —	11 —	...	...	...	...
Kadur . . . . .	11 —	10 —	11 —	11 —	10 —	11 —	13 —	14 —	20 —	25 —	...	...
Shimoga . . . . .	12 10	11 9	...	...	9 7	8 6	14 11	13 2	30 8	28 6	...	...
Chitaldrug . . . . .	13 —	12 —	14 —	12 —	12 —	12 —	14 —	13 —	32 —	38 —	32 —	20 —
<b>Coorg—</b>												
Coorg . . . . .	8 —	7 —	7 —	7 —	10 —	7 8	12 8	13 8	...	...	...	...
<b>Aden . . . . .</b>												
Aden . . . . .	7 11	7 13	...	...	6 6	6 4	7 9	7 7	12 3	13 2	8 4	8 12

\* Not sold.



represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)


MARUA OR RAGI ( <i>Eleusine corocana</i> ).		KANONI OR RAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAT, OR THUR, DADJAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
...	...	...	...	19 3	18 4	...	...	16 —	16 —	9 2	9	Central Provinces— <i>contd.</i> Central— Narsinghpur. Sangor. Damoh. Jubbulpore. Mandla. Seoni. Balaghât. Bhandâra. Chânda.
...	...	...	...	23 —	20 10	...	...	13 —	13 —	10 11	10 1	
...	...	...	...	25 —	25 —	...	...	11 12	11 12	9 2	9	
...	...	...	...	25 —	23 —	...	...	16 —	15 —	9 8	9 8	
...	...	...	...	34 —	32 —	...	...	16 —	16 —	9 8	9 8	
...	...	...	...	21 —	21 —	...	...	15 1	13 1	9 10	9 10	
...	...	...	...	20 —	20 —	...	...	13 8	12 —	9 —	9 —	
...	...	...	...	23 12	22 —	...	...	16 4	16 4	9 8	9 8	
...	...	...	...	16 13	14 13	...	...	14 2	14 2	9 —	9 —	
...	...	...	...	21 5	21 5	...	...	18 4	18 4	8 —	8 —	Eastern— Bilaspur. Raipur. Sambalpur.
...	...	...	...	24 —	22 —	...	...	18 —	18 —	9 —	9 —	
...	...	...	...	20 —	20 —	...	...	14 —	14 —	10 8	10 8	
...	...	...	...	18 12	19 —	...	...	13 —	13 —	10 8	10 8	Berar— Buldâna. Bâsim. Akola. Ellichpur. Amrâoti. Wun.
...	...	...	...	19 8	19 8	...	...	13 8	13 8	9 —	9 —	
...	...	...	...	18 4	16 —	...	...	12 4	12 —	11 4	11 4	
...	...	...	...	14 —	16 —	...	...	20 —	20 —	10 —	10 —	
...	...	...	...	15 —	16 —	...	...	16 —	16 —	11 —	11 —	
...	...	...	...	16 —	16 —	...	...	20 —	21 —	9 8	9 8	
21 —	21 —	*	*	13 14	13 14	*	*	13 14	12 2	9 24	9 24	Nizam's Territories— Secunderabad. Bôlâram. Chadarghât.
*	*	*	*	14 —	14 4	*	*	*	*	8 12	8 12	
*	*	*	*	15 8	15 —	*	*	13 8	13 12	8 12	8 12	
...	...	...	...	...	...	...	...	...	...	13 13	13 13	Madras— Malabar Coast— Malabar. S. Canara.
...	...	...	...	...	...	...	...	...	...	11 14	11 14	
18 14	18 14	...	...	...	...	...	...	...	...	11 8	11 8	South, central— Coimbatore. Nilgiris. Salem.
23 2	22 3	...	...	...	...	...	...	...	...	10 10	10 10	
...	...	...	...	...	...	...	...	...	...	11 5	11 5	
*	31 —	...	...	...	...	...	...	...	...	{ 11 13 and 13 3 }	{ 11 13 and 13 3 }	Central— Bellary. Anantapur. Cuddapah. Karnul.
27 3	27 3	...	...	...	...	...	...	...	...	11 8	11 8	
27 —	27 —	...	...	...	...	...	...	...	...	12 3	12 3	
20 10	20 10	...	...	...	...	...	...	...	...	10 11	11 5	
20 11	20 11	...	...	...	...	...	...	...	...	10 —	10 —	East Coast, north— Ganjam. Vizagapatam. Godâvari.
22 11	22 11	...	...	...	...	...	...	...	...	13 3	12 —	
21 13	21 13	...	...	...	...	...	...	...	...	12 2	12 2	
28 5	28 5	...	...	...	...	...	...	...	...	13 3	13 3	East Coast, central— Kistna. Nellore.
23 2	22 2	...	...	...	...	...	...	...	...	12 13	12 13	
20 14	20 10	...	...	...	...	...	...	...	...	12 14	12 14	East Coast, south— Madras. Chingleput. N. Arcot. S. Arcot. Tanjore. Trichinopoly.
19 3	19 3	...	...	...	...	...	...	...	...	13 5	13 5	
23 11	23 11	...	...	...	...	...	...	...	...	12 2	12 2	
19 14	19 14	...	...	...	...	...	...	...	...	13 3	13 3	
26 6	25 11	...	...	...	...	...	...	...	...	12 14	12 14	
21 10	21 —	...	...	...	...	...	...	...	...	12 —	12 —	
19 14	19 14	...	...	...	...	...	...	...	...	14 3	14 5	Southern— Tinnevely. Madura.
18 10	21 11	...	...	...	...	...	...	...	...	13 2	13 2	
21 —	22 —	...	...	11 4	11 12	...	...	9 —	9 —	11 —	11 —	Mysore— Mysore. Bangalore. Kolar. Tumkur. Hassan. Kadur. Shimoga. Chitaldrug.
27 —	29 3	...	...	12 —	12 —	...	...	9 —	10 —	11 —	10 8	
32 —	32 —	...	...	10 —	10 —	...	...	10 —	10 —	9 —	9 —	
32 —	32 —	...	...	10 —	10 —	...	...	11 —	10 —	9 8	9 8	
30 —	24 —	...	...	14 —	12 —	...	...	10 —	10 —	10 —	10 —	
25 —	25 —	...	...	15 —	16 —	...	...	11 —	11 —	10 8	10 —	
30 13	36 12	...	...	16 13	14 11	...	...	14 11	12 10	11 —	11 —	
36 —	40 —	40 —	30 —	16 —	19 —	...	...	14 —	14 —	9 —	9 —	
25 8	26 —	...	...	23 8	24 —	...	...	9 —	9 8	10 8	10 8	Coorg— Coorg.
*	*	...	...	13 4	12 10	...	...	8 —	8 10	32 —	32 —	
												Aden.

\* Not sold.

J. E. O'CONOR,  
Director-General of Statistics.

FINANCE AND COMMERCE DEPARTMENT  
May 5, 1899.

J. F. FINLAY,  
Secretary to the Government of India.

 *Continuation Sheets of Supplement to the Gazette of India published at Calcutta.*



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

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Weather Review of India for the Week ending at 8 a.m. on  
Saturday, April 29th, 1899.

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The pressure conditions have been fairly steady during the week. Pressure has been high over the west of the Peninsula and the south of the Bay and has been low over Northern India. Shallow depressions have appeared at different times within this low pressure area in the north, but these storms have at no time been important. On the other hand, quite at the close of the week, the weather became unsettled, and the winds assumed cyclonic directions around the Andaman Sea, and what promised to be a considerable disturbance was apparently developing. General fairly continuous rain fell in Tenasserim and Lower Burma as this depression was forming, but with this exception all the rainfall of the present week has fallen in the form of local showers generally connected with dust and thunder storms. These showers were almost everywhere light. The temperature conditions have been irregular and the contrasts large, thus Burma, North-East India and the Madras Coast districts have exhibited high temperatures, and towards the close of the week the mean temperature went above the normal in the Punjab also, but elsewhere the cool weather noticed last week was maintained, though the depression of temperature was somewhat less strongly marked.

**Daily Summary.**—*Sunday, April 23rd.*—The barometer was falling slightly to briskly over North-West India, and a well-marked depression lay over the Central Punjab. A shallow diffused depression was also shown over the Gangetic Plain and West Bengal. The winds were cyclonic in the north-west, easterly along the foot of the hills and between south and west elsewhere. The mean temperature had generally risen, but the heat was still below the normal in all provinces except Burma. The deficiency was as much as  $15^{\circ}$  over Berar. Scattered showers had been received over parts of Burma, Assam, Bengal, the Central Provinces and the Peninsula. The rainfall had been heavy in the extreme south and light elsewhere.

*Monday, April 24th.*—Pressure had changed slightly except over the Punjab and over Lower Burma. In the former region the depression had filled up and moved eastward and the barometer had risen, while in the latter a slight depression was developing. In North-West India the cyclonic circulation of the winds had died down, and at the same time the easterly breezes along the foot of the hills had disappeared. In other parts of the country the wind exhibited an inclination to veer to west and north-west. The weather was cloudy over the Peninsula and in parts of Burma and North-East India, and scattered showers had again been received over Burma, Assam, Bengal, Kashmir and the south of the Peninsula. Temperature had continued to rise over the greater part of the country. The depression of temperature was hence less in amount than on the preceding day, but the extent of country over which the weather was cooler than usual was much the same.

*Tuesday, April 25th.*—The barometer was rising in most places. Pressure was high over the west of the Peninsula and the south of the Bay and was low in Northern India. Within this low pressure area depressions were shown—one over Upper Sind, a second over the North Gangetic Plain and West Bengal and a third over Central Burma. The winds had continued to veer and were between west and north-west over a large part of the country. The weather was almost everywhere fine, but with some cloud in Lower Burma and the south of the Peninsula. Scattered showers had been received over Tenasserim, South-East Bengal and the east and south of the Peninsula. The rainfall amounts were small. The mean temperature was higher than usual over Burma, Assam and parts of

Bengal, but was lower than usual elsewhere. The depression of temperature, though less than on the two preceding days, was still slight to large.

*Wednesday, April 26th.*—Pressure continued to increase fairly generally. The barometer remained high on the Bombay Coast and low over Northern India. Calms prevailed along the foot of the hills, southerly winds on the Madras and Bengal Coasts and north-westerly winds in most other places. The weather was cloudy to overcast in Tenasserim and Lower Burma, but was clear or nearly so elsewhere. Heavyish rain had fallen at Mergui and scattered light showers in different parts of India. The mean temperature was higher than usual over Burma, Assam, Bengal, Orissa, Bihar and the Madras Coast, but was lower than the average of the time of year elsewhere. The largest variations were  $-8.1^{\circ}$  at Poona and  $+8.4^{\circ}$  at Minbu.

*Thursday, April 27th.*—The barometric changes had been slight, but generally upward. Pressure was highest on the Bombay Coast and low over Northern India and Burma. The winds had veered still more and were north-westerly to north-north-westerly over a large part of Western and Central India. Fine weather prevailed except in Tenasserim. A few scattered thundershowers had been received in different parts of the country. Temperature had changed irregularly. The heat was greater than usual over Burma, Assam, Bengal, Bihar, Chota Nagpur and the Coromandel Coast, but remained less than usual elsewhere.

*Friday, April 28th.*—The barometer had fallen in most places, but the change had been fairly uniform, and the general conditions of pressure were unaltered. Pressure was high on the Bombay Coast, low over the Punjab, the Gangetic Plain, Bengal and the north of the Bay. There were some signs of the commencement of a depression over the east of the Bay near the Andamans, and the winds had shifted to north-north-east in Lower Burma. Elsewhere the winds were practically unchanged and varied between west and north. The weather was unchanged except in Tenasserim and Lower Burma where general moderate rain had set in. Elsewhere a few showers, due to dust or thunder storms, was all the rainfall recorded. The mean temperature was high over Burma, Assam, Bengal, Orissa, Bihar, Chota Nagpur, the North-West Provinces, the Punjab and the Madras Coast and was lower than usual elsewhere. The largest variations from the normal were  $-7.0^{\circ}$  at Poona and  $+7.4^{\circ}$  at Mymensingh.

*Saturday, April 29th.*—The barometer had fallen along the west coast and had risen elsewhere. Pressure remained high on the Bombay Coast and low over the Punjab, the Gangetic Plain and Bengal, but, owing to the changes noticed above, the pressure differences were smaller. The wind had shifted to the eastward in Lower Burma and increased in force pointing to the existence of a storm near the Andamans. Elsewhere the winds were little changed. The weather was cloudy to overcast and showery over Tenasserim and Lower Burma, but elsewhere the sky was fairly clear, and the only rainfall was a few local thundershowers. Temperature continued to change irregularly, but the distribution of the mean temperature relatively to the normal had altered very little. The largest variations from the average were  $-7.1^{\circ}$  at Neemuch,  $+7.1^{\circ}$  at Rawalpindi and  $+8.6^{\circ}$  at Mymensingh.

**Temperature.**—The temperature conditions have changed considerably during the week, the change having been brought about by a very general recovery from the low temperatures existing last week. At the commencement of the week under review the mean temperature was excessively low ( $-15^{\circ}$ ) over Berar and more or less lower than usual over nearly all parts of India, the only province reporting an excess of heat having been Burma. As the temperature gradually rose as the week advanced, the relatively high temperatures from Burma extended westward and northward to Assam, Bengal, the Gangetic Plain and the Madras Coast, while at the same time excessive heat began to make its appearance in the Punjab. The depression of temperature continued over other parts of the country, but under the influence of the increase of heat the amount of the depression steadily diminished, so that the temperature variations from the normal at the close of the week were very different from those at the commencement.



The following table gives the mean temperature variation data for the week :

PROVINCE.	APRIL 1899.							Mean variation of week.
	23rd	24th	25th	26th	27th	28th	29th	
	°	°	°	°	°	°	°	°
Burma . . . . .	+2.0	+1.6	+2.6	+2.0	+1.4	+1.9	+2.5	+2.0
Assam . . . . .	-0.3	-1.0	+2.8	+2.8	+2.6	+2.7	+3.7	+1.8
Bengal . . . . .	-0.5	+0.1	+0.2	+1.4	+3.1	+3.9	+4.6	+1.8
Orissa . . . . .	-1.8	-1.5	-0.4	+0.2	-0.5	+1.0	+1.4	+0.2
Bihar . . . . .	-1.9	-1.1	-0.4	+0.3	+1.4	+2.6	+1.9	+0.4
Chota Nagpur . . . . .	-3.1	-3.4	-2.2	-1.8	+0.7	+1.2	+0.6	-1.1
N.-W. P. and Oudh . . . . .	-5.0	-4.6	-1.4	-1.3	-1.4	+1.4	+0.1	-1.7
Punjab . . . . .	-2.9	-3.5	-3.1	-2.3	-0.4	+2.3	+3.4	-0.9
Sind . . . . .	-0.1	+2.0	-2.1	-3.4	-2.3	-2.8	-2.4	-1.6
Rajputana . . . . .	-6.0	-2.6	-2.0	-0.9	+0.4	-2.1	-2.6	-2.3
Gujarat . . . . .	-0.7	-2.4	-2.6	-5.0	-4.9	-5.0	-4.3	-3.6
Central India . . . . .	-5.3	-3.9	-3.8	-1.7	-1.4	-3.3	-4.1	-3.4
Central Provinces . . . . .	-8.3	-5.9	-4.6	-2.2	-0.6	-3.2	-2.6	-3.9
Berar . . . . .	-15.0	-6.6	-3.6	-2.0	-2.3	-4.3	-3.3	-5.3
West Coast . . . . .	-3.5	-2.0	-2.2	-1.8	-1.9	-0.8	-1.0	-1.9
Bombay Deccan . . . . .	-8.1	-7.4	-6.2	-5.7	-6.4	-5.9	-5.4	-6.4
Mysore . . . . .	-3.0	-1.6	-4.1	-3.9	-2.5	-2.6	-0.3	-2.6
Madras Coast . . . . .	-3.1	+1.7	-0.1	+1.1	-0.3	+2.0	+0.6	+0.3
Madras Deccan . . . . .	-7.3	-5.1	-2.4	-1.2	-1.1	-0.9	-0.4	-2.6
South India . . . . .	-2.6	-4.8	-5.2	-3.3	-3.8	-2.0	-0.4	-3.2
Mean for whole of India . . . . .	-3.8	-2.6	-2.0	-1.4	-1.0	-0.7	-0.4	-1.7

The mean temperature of the whole country for the whole week and for each day of the week was less than usual, the amount of the daily variation ranging from  $-3.8^{\circ}$  on the 23rd to only  $-0.4^{\circ}$  on the 29th. The provincial variations show that the heat during the week was greater than usual in Burma, Assam and Bengal, normal in Orissa, Bihar, the Punjab and the Madras Coast and less than usual elsewhere. The greatest average deficiency ( $6.4^{\circ}$ ) was reported from the Bombay Deccan where temperature was steadily very low throughout the week, but the greatest actual deficiency was reported from Berar on the 23rd where the deficiency was  $15^{\circ}$  and when the maxima were  $21^{\circ}$  below the normal.

The following were the highest maxima reported on each day :

April 23rd . . . . .	106.4°	at Jacobabad.
„ 24th . . . . .	108.4°	„ Do.
„ 25th . . . . .	106.1°	„ Thayetmyo.
„ 26th . . . . .	107.1°	„ Minbu.
„ 27th . . . . .	107.4°	„ Gaya.
„ 28th . . . . .	107.8°	„ Lucknow.
„ 29th . . . . .	107.4°	„ Cuttack.

**Rain.**—During the week under review there has been fairly steady rain over Tenasserim and Lower Burma, due to the barometric depressions or storms which appeared in that region. On the other hand, in all other parts of the Indian area, the rain which has fallen has been scattered, generally light and almost always local and has fallen during the occurrence of dust or thunderstorms. In Upper Burma these thundershowers occurred principally on the first two days of the week; in Assam the storms were spread throughout the week; in Bengal they occurred as in Burma mainly on the first two days, and over the Peninsula principally on the first three days.

The rainfall table at the close of the summary shows that rain fell during the week in appreciable quantity (*i.e.*, one-tenth of an inch or more) in twenty-eight of the rainfall divisions. These divisions included all the Burma divisions except Upper Burma, the Surma and Brahmaputra divisions of Assam, the east, deltaic, central and hills divisions of Bengal, Orissa, North Bihar, Malabar, Coorg, Mysore, the Konkan, Khandesh, Berar, the east of the Central Provinces, the east of Rajputana and west of Central India, all the east coast divisions and the south central, central and south divisions of Madras. In all the remaining parts of India the rainfall of the week was either absolutely or practically *nil*. The average actual rainfall for the week under review exceeded the average normal rainfall in seventeen of the rainfall divisions, *viz.*, Tenasserim, Deltaic and Central Burma, Malabar, South-Central Madras, Mysore, the Konkan, Khandesh, Berar, the west of the Central Provinces, Rajputana (East) and Central India (West), the two divisions of the East Coast (North), the south division of Hyderabad, the central and south division of the East Coast and Central Madras. In most cases the excess of the average actual over the average normal rainfall was small and quite unimportant, but on the east coast of the Peninsula and also in Tenasserim the excess was considerable. In all parts of the country, except the seventeen divisions noticed above, the week's rainfall was short of the normal. Over the greater part of Northern and North-Western India and the central districts the deficiency was small and quite unimportant, but in Assam, Upper Burma and North Bengal the average actual rainfall was small compared with the normal, and the deficiency was important.

The following were the principal large totals recorded at individual stations during the week:

Assam	.	.	.	Dibrugarh	.	.	.	.	2'30 inches.
Bengal	.	.	.	Nalitabari (Mymensingh)	.	.	.	.	3'20 "
				Bagirhat (Khulna)	.	.	.	.	2'34 "
Malabar	.	.	.	Cannanore	.	.	.	.	3'08 "
Mysore	.	.	.	Bowringpet (Kolar)	.	.	.	.	2'29 "
Berar	.	.	.	Pusad (Basim)	.	.	.	.	2'23 "
Madras	.	.	.	Jaggayapeta (Kistna)	.	.	.	.	6'04 "
				Trichinopoly	.	.	.	.	7'19 "
				Vedasanderu (Madura)	.	.	.	.	5'57 "

The three concluding columns of the table show the average actual and average normal rainfall for the period February 26th to April 29th. The total rainfall has been normal or heavier than usual over Assam, Bengal, Bihar, the whole of the Peninsula and some of the central districts. On both coasts of the Peninsula the excess has been very large, as, for example, in the Konkan and the central and south divisions of the East Coast. Over Upper and North-West India and over some central districts of India the rainfall has been generally lighter than usual, but on the whole the deficiency has not been very large or important.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING APRIL 29TH, 1899.			RAINFALL DATA FROM FEBRUARY 26TH TO APRIL 29TH, 1899.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, February 26th to April 29th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim	1'86	0'67	+ 1'19	2'27	3'20	- 29
	2. Lower Burma Deltaic.	0'76	0'26	+ 0'50	1'06	1'58	- 33
	3. Central do.	0'54	0'30	+ 0'24	1'04	0'88	+ 18
	4. Upper do.	0'06	0'72	- 0'66	0'37	1'96	- 81
	5. Arakan	0'35	0'51	- 0'16	1'09	1'64	- 34
BENGAL AND ASSAM	6. Eastern Bengal	0'90	1'41	- 0'51	8'43	6'47	+ 30
	7. Assam Surma	0'76	2'60	- 1'84	22'80	22'21	+ 3
	8. Do. Hills	0'04	3'17	- 3'13	18'51	13'38	+ 31
	9. Do. Brahmaputra	0'69	2'27	- 1'58	12'47	10'62	+ 17
	10. Deltaic Bengal	0'54	1'00	- 0'46	4'87	4'28	+ 14
	11. Central do.	0'19	0'57	- 0'38	2'40	2'37	+ 1
	12. North do.	0'02	1'56	- 1'54	5'90	4'46	+ 32
	13. Bengal Hills	0'34	2'19	- 1'85	6'22	6'70	- 7
	14. Orissa	0'18	0'35	- 0'17	4'04	2'26	+ 79
	15. Chota Nagpur	0	0'11	- 0'11	2'43	1'52	+ 60
	16. South Bihar	0	0'06	- 0'06	0'83	0'61	+ 36
	17. North do.	0'10	0'33	- 0'23	1'87	1'08	+ 73
NORTH-WESTERN PROVINCES AND ODDH.	18. N.-W. P. East	0	0'02	- 0'02	0'54	0'39	+ 40
	19. South Oudh	0	0'03	- 0'03	0'34	0'43	- 21
	20. North do.	0	0'05	- 0'05	0'54	0'62	- 13
	21. N.-W. P. Central	0	0'02	- 0'02	0'32	0'40	- 20
	22. Do. West	0	0'03	- 0'03	0'29	0'63	- 54
	23. Do. East Submontane	0	0'06	- 0'06	1'02	0'57	+ 79
	24. Do. West do.	0	0'04	- 0'04	0'52	1'26	- 59
	25. Do. Hills	0'01	0'23	- 0'22	1'16	3'82	- 51
PUNJAB	26. South-East Punjab	0	0'05	- 0'05	0'31	0'79	- 61
	27. South do.	0	0'07	- 0'07	0'10	0'92	- 89
	28. Central do.	0	0'07	- 0'07	0'86	1'82	- 53
	29. Punjab Submontane	0'01	0'08	- 0'07	0'54	1'78	- 70
	30. Do. Hills	0	0'24	- 0'24	1'06	4'38	- 76
	31. North Punjab	0	0'25	- 0'25	2'38	3'96	- 40
	32. West do.	0	0'10	- 0'10	0'27	0'97	- 72
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	33. Malabar	0'93	0'82	+ 0'11	11'14	3'54	+ 215
	34. Madras South-Central	1'19	0'89	+ 0'30	6'57	2'91	+ 126
	35. Coorg	0'17	0'53	- 0'36	6'40	3'09	+ 107
	36. Mysore	0'53	0'42	+ 0'11	4'39	1'43	+ 207
	37. Konkan	0'12	0'08	+ 0'04	3'51	0'23	+ 1426
	38. Bombay Deccan	0'07	0'34	- 0'27	1'86	0'91	+ 104
	39. Hyderabad North	...	...	...	...	...	...
	40. Khandesh	0'10	0'05	+ 0'05	0'65	0'17	+ 282
CENTRAL PROVINCES AND BERAR.	41. Berar	0'14	0'10	+ 0'04	0'97	0'44	+ 120
	42. Central Provinces West	0'04	0'02	+ 0'02	0'41	0'50	- 38
	43. Do. do. Central	0'04	0'05	- 0'01	0'44	0'81	- 46
	44. Do. do. East	0'10	0'14	- 0'04	1'55	1'22	+ 27
BOMBAY (NORTH)	45. Gujarat	0	0	0	0	0'01	- 100
	46. Kathiawar	0	0	0	0	0'26	- 100
	47. Sind	0'02	0'03	- 0'01	0'69	0'38	+ 82
	48. Baluchistan Hills	0	0'12	- 0'12	2'21	3'41	- 35
RAJPUTANA AND CEN- TRAL INDIA.	49. Central India East	0'02	0'03	- 0'01	0'09	0'25	- 62
	50. Rajputana East, Central India West.	0'25	0'03	+ 0'22	0'27	0'25	+ 8
	51. West Rajputana	0	0'02	- 0'02	0	0'30	- 100
MADRAS	52. East Coast North	0'53	0'14	+ 0'39	2'85	1'06	+ 169
	52-A. Do. do. (a)	1'50	0'07	+ 1'43	3'90	2'32	+ 68
	53. Hyderabad South	0'17	0'09	+ 0'08	1'22	1'19	+ 3
	54. Madras Central	0'19	0'14	+ 0'05	2'07	0'54	+ 283
	55. East Coast Central	0'73	0'06	+ 0'67	3'97	0'51	+ 678
	56. Do. South	0'85	0'22	+ 0'63	4'93	0'91	+ 442
	57. Madras South	0'59	0'65	- 0'06	7'25	2'77	+ 162

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SIMLA, 4th May, 1899.

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 29th April.*—The rainfall was heavy in the Central districts and in parts of the Southern districts, the West Coast and the Circars, and was lighter and more scattered in the Carnatic and the Deccan. The April rainfall has been unusually heavy throughout the Presidency. The water-supply is adequate for the season. Ploughing is almost everywhere in progress. The standing crop is generally good, but some damage has been caused by heavy rain in parts. Pasture has improved and fodder is sufficient. The condition of cattle is normal. Prices are generally slightly easier.

**Bombay.**—*For week ending 3rd May.*—There was slight rain in parts of twelve districts during the week. Reaping of late crops continues in Khandesh and Hyderabad and cotton-picking in Belgaum. Preparations for next season are progressing generally. Fodder is sufficient except in parts of Sind and Baroda territory. Agricultural stock is healthy. Prices have risen in four and fallen in three districts; elsewhere they are stationary.

**Bengal.**—*For week ending 1st May.*—The weather during the week was generally hot and dry. As usual at this season there were thunderstorms and rain in most places in Bengal Proper and Orissa. The general agricultural prospects continue favourable; ploughing is going on everywhere; and the sowing of autumn rice and jute is in progress. Sugarcane and *cheena* millet (*Panicum frumentaceum*) are doing well. Spring rice is being harvested and the threshing of the spring crops in Bihar is still going on. There is no want of fodder, except in places in Midnapore, Manbhum, and the Sonthal Parganas. There has been a slight rise in the price of common rice in some districts, but on the whole there has been but little change.

**North-Western Provinces and Oudh.**—*For week ending 3rd May.*—Except for slight showers in a few districts the weather has been clear. Threshing and winnowing of the spring crops continue in some districts. Sowing and irrigation of indigo, sugarcane, and extra crops are in progress. Prospects are favourable; markets are well-supplied and fodder is sufficient. Prices show a rising tendency in a few districts, but are otherwise stationary to falling.

**Punjab.**—*For week ending 3rd May.*—Rainfall *nil*. Reaping and threshing of spring crops continue; cotton is being sown in Mooltan and Lahore, and sugarcane and cotton are being irrigated in Amritsar. Autumn sowings are in progress in Sialkot, and rice is being sown in Peshawar. The condition of the extra spring crops is generally average on irrigated and below average on unirrigated lands. The outturn is generally average. Crops have been damaged by hail in parts of Peshawar and Dera Ismail Khan districts. The condition of cattle is said to be poor in Delhi; fair in Sialkot and Dera Ismail Khan; and good elsewhere. Pasturage is poor in Delhi, Shahpur and Dera Ismail Khan; and sufficient elsewhere. Prices, generally of wheat, have risen in Hissar and Umballa; fallen in Delhi, Ferozepore, Mooltan, Amritsar, Shahpur, Rawalpindi, and Dera Ismail Khan; and remained unchanged elsewhere. Wheat is selling from 16½ to 22½, gram 20 to 23, barley 30 to 32, maize 27½ to 35, bulrush-millet 19 to 23, great millet 21 to 32, and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 2nd May.*—The weather has been generally cloudy and stormy during the week and slight showers of rain fell in eight districts. The temperature fell during the early part of the week but has risen again. The threshing of spring crops has been completed in the Jubbulpore, Seoni, Chanda, and Chhindwara districts, and is in progress in Mandla and Balaghat. In Saugor the labouring classes are out of work and village relief is being extended in the Banda and Kharai tahsils and is in progress in the Damoh district. Water is becoming scarce in parts of Saugor, Mandla, and Chhindwara. Fodder is scarce in parts of six districts and fodder and grain stocks are insufficient in the Hinganghat tahsil of Wardha. The price of wheat, gram, and rice has fallen in some districts and that of wheat, rice, and *juar* has risen



in others. The cheapest prices are—wheat 21, gram 35, rice 22½, and *juar* 30 seers per rupee; the dearest prices are—wheat 12½, gram 18, rice 10, and *juar* 22 seers per rupee.

**Burma.**—*For week ending 29th April.*—In Upper Burma reaping of dry weather paddy has commenced in most districts and island crops are being harvested. Hill cultivation has commenced in the Northern districts. Condition of the standing crops is good, except in parts of Mandalay and the Ruby Mines district. Price of paddy has fallen in Akyab, Rangoon, Tharrawaddy, Bassein, and Amherst; has risen in Mandalay, Shwebo, and Myingyan; elsewhere it is stationary.

**Assam.**—*For week ending 2nd May.*—The weather is hot. Sowing of early rice; planting of sugarcane; and plucking and manufacture of tea are in progress. Prospects of tea are generally good, except in parts of Sylhet and Sibsagar, where red spider prevails. Land is being prepared for late rice; reaping of low-land transplanted rice continues in Sylhet. Prospects are good. Pressing of sugarcane still continues in places and the outturn is generally good. Sowing of jute continues in Sylhet and Goalpara. Prices—common rice—Silchar and Dhubri 16, Gauhati 14½, Tezpur and Nowgong 15, Sylhet 18, Sibsagar 12, and Dibrugarh 14 seers per rupee.

**Mysore and Coorg.**—*For week ending 3rd May.*—**MYSORE:** Rainfall—one inch 42 cents in the Civil and Military station and general and good rain in parts of Bangalore, Kolar, Mysore, and Kadur. The standing crops are in good condition. Prices have slightly risen in Bangalore, Kolar, and Kadur. *Ragi (Eleusine coracana)* has been sown in Mysore.

**COORG**—Ploughing for rice has commenced in parts. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 3rd May.*—**BERAR:** The weather is warm and cloudy. Breaking up of land for monsoon crops continues. The fodder and water-supply is insufficient in parts of the Province. Prices are fluctuating.

**HYDERABAD:** Rainfall during the week 21 cents. The spring harvest is over and harvesting of winter rice crop continues. The crop has suffered in parts by unseasonable rain. Prices of grain continue steady. Prices—wheat 10, coarse rice 10½, and *jowari* 24¾ seers per current sicca rupee.

**Central India.**—*For week ending 3rd May.*—Slight rain fell in the Bundelkhand and Bhopawar Agencies during the week. Agricultural operations have been completed in Bundelkhand and Bhopawar and are in progress elsewhere. Agricultural stock and pasturage are in fairly good condition. Prices are above normal in Bundelkhand; normal elsewhere.

**Rajputana.**—*For week ending 3rd May.*—Rainfall—Haraoti average 70 cents; Sirohi 55 cents; Jeysulmere 26 cents; Ajmere 90 cents; Jeypore 13 cents. Agricultural operations are generally satisfactory, except in Merwara. Harvesting of crops is approaching completion. Cattle are in poor condition in Marwar, Meywar, Haraoti, and Ajmere; elsewhere in good to fair condition. Fodder scarcity prevails in States reported last week. Prices are rising in Jhallawar; falling in Meywar; and are steady elsewhere. Twenty-four persons emigrated from Ajmere and 13 from Merwara during the week. The total emigration from Merwara up to date numbers 4,384. The numbers employed on relief works were—398 in Ajmere; 3,955 in Merwara; and 970 in Marwar. Prices—Ajmere 20½, Beawar 22, and Marwar 15 seers per rupee.

**Kashmir.**—*For week ending 2nd May.*—The weather is fine. Prospects of the spring crops are excellent. Prices continue below normal. Rice—27 seers per rupee.

**JAMMU PROVINCE.**—*For week ending 3rd May.*—No rain during the week. Prices have fallen slightly. Prices—wheat from 16 to 19 and maize 25 seers per rupee. The condition of the standing crops is fair. Reaping and threshing of spring crops are in progress. Fodder is scarce.

**Nepal.**—*For week ending 29th April.*—Rainfall 0·04 inch. Land is being prepared for early rice and indian-corn. The wheat crop is doing well. Price of rice is 9½ seers per rupee.

M. FINUCANE,

*Offg. Secretary to the Government of India.*

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 23RD APRIL 1898, AND FROM 1ST JANUARY TO 22ND APRIL 1899.**

N.B.—As regards the figures in column *Total earnings from 1st January 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile	WEEK ENDING 23RD APRIL 1898.				WEEK ENDING 22ND APRIL 1899.				Earnings from 1st January to 23rd April 1898.	Earnings from 1st January to 22nd April 1899.	Increase.	Decrease.
		per week during the 1st half of 1898.	Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.						
				TOTAL.	Per mile open.		TOTAL.	Per mile open.					
State Lines worked by companies.													
Standard gauge—													
East Indian	694	1,740	13,67,642	786	1,747	13,03,000	746	2,00,79,131	2,02,17,000	1,37,869			
Bengal Central	162	125	17,811	142	125	15,100	121	3,38,919	3,28,000	...			10,919
Bengal-Nagpur	181	962	2,09,679	243	1,186	1,68,000	142	26,62,069	30,61,000	3,98,931			
Indian Midland (including Bhopal-Itarsi)	171	800	1,29,231	162	868	1,70,000	196	20,97,008	22,91,000	1,93,992			
Bezwa extn. (East Coast State)	191	21	5,207	248	21	3,000	143	71,364	47,800	...			23,564
Washermenpet-Ennūr sec. (Bez.-Mad.)	119	9	1,202	134	9	1,100	122	16,969	19,200	2,231			
Metre gauge—													
Rajputana-Malwa (incldg. G.-R.-Nagda)	264	1,815	4,95,507	273	1,815	4,58,000	252	69,05,284	77,86,000	8,80,716			
Palampur-Deesa	44	17	526	31	17	1,000	59	9,331	12,000	2,669			
South Indian	161	1,042	1,59,903	153	1,023	1,59,000	155	25,32,879	24,64,000	...			68,379
Máyavaram-Mutupet	88	54	4,418	82	54	3,500	65	72,044	67,300	...			4,744
Southern Mahratta (incldg. G.-M. From sec.)	103	1,165	1,27,888	110	1,165	1,23,000	106	18,38,924	17,50,000	...			88,924
Mysore section (Southern Mahratta)	107	296	32,246	109	296	19,100	65	5,18,689	2,83,000	...			2,35,689
Bengal and North-Western system	162	854	1,51,798	178	1,082	1,88,000	174	22,20,769	23,25,000	1,04,231			
Lucknow-Bareilly	106	231	24,915	108	231	23,000	100	3,57,470	3,86,000	28,530			
Assam-Bengal	90	286	22,668	79	415	28,900	70	4,21,436	5,40,000	1,18,564			
Burma	223	936	1,73,512	185	936	1,64,000	175	34,96,051	31,08,000	...			3,87,051
TOTAL	266	10,253	29,24,153	285	10,990	28,27,700	257	4,36,38,337	4,46,86,300	10,47,963			
State Lines worked by the State.													
Standard gauge—													
North Western (a)	287	2,886	7,34,177	254	2,939	5,34,000	180	1,27,44,925	1,04,54,000	...			22,90,925
Odish and Rohilkhand (incldg. m. g. link)	217	1,013	2,38,567	235	1,013	2,53,000	250	31,22,903	32,89,000	1,66,097			
Eastern Bengal (incldg. metre & 2' 6")	319	818	2,43,401	298	834	2,16,000	259	45,54,814	38,69,000	...			6,85,814
East Coast (b)	116	536	59,436	111	795	91,200	115	10,23,315	12,71,000	2,47,685			
Special gauges—													
Jorhat	66	28	3,044	109	28	1,300	46	31,656	26,700	...			4,956
Cherra-Companyganj	20	...	...	...	...	(c)	...	(d) 424	(e) 6,400	5,976			
TOTAL	261	5,281	12,78,625	242	5,629	10,95,500	195	2,14,78,037	1,89,16,100	...			25,61,937
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	514	1,491	8,81,602	591	1,491	7,33,000	492	1,23,43,708	1,36,59,000	13,15,292			
Bombay, Baroda and Central India	775	461	4,21,721	915	461	3,91,000	848	47,20,089	52,66,000	5,45,911			
Madras	258	840	2,13,411	254	840	1,77,000	211	34,23,340	28,88,000	...			5,35,340
TOTAL	480	2,792	15,16,734	543	2,792	13,01,000	466	2,04,87,137	2,18,13,000	13,25,863			
TOTAL (GUARANTEED AND STATE) ASSISTED COMPANIES.	297	18,026	57,19,512	312	19,411	52,24,200	269	8,56,03,511	8,54,15,400	...			1,68,111
Standard gauge—													
Delhi-Umballa-Kalka	217	162	28,034	173	162	29,800	184	6,08,630	4,47,000	...			1,61,630
Tarkessur	320	22	6,453	293	22	5,800	264	1,28,353	1,18,000	...			10,353
Southern Punjab (Delhi-Samāsata)	75	400	29,524	74	423	27,600	65	3,16,702	3,88,000	71,298			
Tapti Valley	...	...	...	...	36	1,500	42	...	26,500	26,500			
Metre gauge—													
Brahmaputra-Sultanpur	...	...	...	...	25	1,000	40	...	(f) 2,600	2,600			
Mymensingh-Jamalpur-Jagannathganj	...	...	...	...	33	1,000	30	...	20,200	20,200			
Rohilkund and Kumaon (Co.'s sec.)	137	66	9,327	141	66	10,600	161	1,33,141	1,34,000	859			
Segowlie-Raxaul	...	...	...	...	18	800	33	...	(g) 4,000	4,000			
Bengal Dooars	106	36	3,245	90	36	2,900	81	53,820	44,400	...			9,420
Dibru-Sadiya	200	78	17,341	222	78	15,500	199	2,55,118	2,84,000	28,882			
Ahmedabad-Parantij	59	55	5,131	93	55	4,200	76	42,738	54,800	12,072			
Special gauges—													
Darjeeling-Himalayan	266	51	17,191	337	51	17,000	333	2,01,949	1,87,000	...			14,949
Bārsi	156	21	3,681	175	21	3,500	167	56,810	63,800	6,990			
TOTAL	135	891	1,19,927	135	1,026	1,21,000	118	17,97,251	17,74,300	...			22,951
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonna	31	74	2,295	31	74	4,200	57	33,333	74,100	40,767			
Bhopal-Ujjain	76	114	9,457	83	114	12,400	109	1,36,566	1,72,000	35,434			
Nagda-Ujjain	86	35	2,730	78	34	3,000	88	41,711	36,800	...			4,911
The Nizam's guaranteed state	235	334	89,178	267	334	76,200	228	12,30,553	12,03,000	...			27,553
The Gaekwar's Petlad	70	13	1,139	88	13	1,300	100	9,374	15,200	5,826			
Rajpura-Bhatinda	140	108	11,374	105	108	9,200	85	2,24,889	1,71,000	...			53,889
Kolar Gold-fields	408	10	2,728	273	10	2,600	260	63,593	50,300	...			13,293
Metre gauge—													
Yesvantpur-Mysore Frontier section (incldg. M.-Nanjangud)	71	66	4,079	62	66	3,100	47	73,213	45,100	...			28,113
The Gaekwar's Mohsana	81	93	8,233	89	93	6,800	73	1,04,842	1,09,000	4,158			
Kolhapur	55	29	1,242	43	29	2,200	76	23,557	37,600	14,043			
Special gauges—													
The Gaekwar's Dabhoi	58	79	4,666	59	79	5,300	67	59,713	65,900	6,187			
Rajpipla	13	19	280	15	24	800	33	3,188	11,800	8,612			
Cooch Behar	63	22	1,934	88	34	1,500	44	25,190	21,300	...			3,890
TOTAL	133	996	1,39,335	130	1,012	1,28,600	127	20,37,722	20,13,100	...			24,622
Lines owned & worked by n. states.													
Metre gauge—													
Bhāvnagar-Gondal-Junāgad-Porbandar	126	334	54,603	163	334	42,500	127	5,74,598	6,50,000	75,402			
Jetalsar-Rajkot	80	46	4,069	89	46	4,500	98	55,230	64,100	8,870			
Jamnagar	38	54	2,877	53	54	1,800	33	29,896	35,600	5,704			
Dhrangadra	...	...	...	...	21	1,700	81	...	23,100	23,100			
Jodhpore-Bickaneer	66	364	30,874	85	407	33,000	81	3,84,312	6,09,000	2,24,688			
Odeypore-Chitor	42	60	2,992	50	61	3,300	54	34,627	49,100	14,473			
Special gauge—													
Morvi	82	94	7,616	81	94	9,200	98	96,441	1,29,000	32,559			
TOTAL	86	952	1,03,061	108	1,017	96,000	94	11,75,104	15,59,900	3,84,796			
GRAND TOTAL	273	21,165	60,81,835	287	22,466	55,69,900	248	9,06,13,586	9,07,62,700	1,49,112			

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rys.  
(b) Includes Bezwa-Madras ry.  
(c) Closed for traffic owing to floods.  
(d) From 9th to 31st March 1898.

(e) From 1st January to 31st March 1899.  
(f) From 1st to 22nd April 1899.  
(g) From 1st March to 22nd April 1899.

SIMLA, the 4th May, 1899.

W. J. McELHINNY, Captain, R.E.,  
Offg. Under Secy. to the Govt. of India.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. III of 1899-1900.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total earnings from 1st April 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 23RD APRIL 1898.				WEEK ENDING 22ND APRIL 1899.				Earnings from 1st to 23rd April 1898.	Earnings from 1st to 22nd April 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.													
Standard gauge—	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
East Indian	654	1,740	13,67,642	786	1,747	13,03,000	746	42,07,966	40,42,000	...	1,65,966	...	...
Bengal Central	183	125	17,811	142	125	15,100	121	56,605	49,500	...	7,105	...	...
Bengal-Nagpur	139	862	2,09,679	243	1,186	1,68,000	142	6,74,574	5,64,000	...	1,10,574	...	...
Indian Midland (including Bhopal-Itarsi)	155	800	1,29,231	162	868	1,70,000	196	4,35,358	4,70,000	24,642	...	...	...
Bezwada extn. (East Coast State)	155	21	5,207	248	21	3,000	143	17,760	9,600	...	8,160	...	...
Washermenpet-Ennūr sec. (Bez.-Mad.)	135	9	1,202	134	9	1,100	122	3,436	3,100	...	336	...	...
Metre gauge—													
Rajputana-Malwa (incldg. G.-E.-Nāgdā)	210	1,815	4,95,507	273	1,815	4,58,000	252	15,30,248	14,12,000	...	1,18,248	...	...
Pālanpur-Deesa	44	17	526	31	17	1,000	59	2,104	2,300	496	...	...	...
South Indian	166	1,042	1,59,903	153	1,023	1,59,000	155	5,45,104	4,99,000	...	46,104	...	...
Māyavaram-Mutpet	92	54	4,418	82	54	3,500	65	17,485	13,300	...	4,185	...	...
Southern Mahratta (incldg. G.-M. Fron. sec.)	113	1,165	1,27,888	110	1,165	1,23,000	106	4,55,433	3,82,000	...	73,433	...	...
Mysore section (Southern Mahratta)	123	296	32,246	109	296	19,100	65	1,10,039	57,800	...	52,239	...	...
Bengal and North-Western system	147	854	1,51,798	178	1,082	1,88,000	174	4,91,927	5,11,000	19,073	...	...	...
Lucknow-Bareilly	81	231	24,915	108	231	23,000	100	77,218	81,300	4,082	...	...	...
Assam-Bengal	73	286	22,668	79	415	28,900	70	87,316	92,300	4,984	...	...	...
Burma	186	936	1,73,512	185	936	1,64,000	175	5,64,121	5,21,000	...	43,121	...	...
TOTAL	243	10,253	29,24,153	285	10,990	28,27,700	257	92,76,694	87,10,500	...	5,66,194	...	...
State lines worked by the State.													
Standard gauge—													
North Western (a)	236	2,886	7,34,177	254	2,959	5,34,000	180	25,55,180	19,95,000	...	5,60,180	...	...
Oudh and Rohilkhand (incldg. m. g. link)	195	1,013	2,38,567	235	1,013	2,53,000	250	7,27,254	7,42,000	14,746	...	...	...
Eastern Bengal (incldg. metre & 2' 6")	362	818	2,43,401	298	834	2,16,000	259	7,78,310	6,86,000	...	92,310	...	...
East Coast (b)	106	536	59,436	111	795	91,200	115	2,04,220	2,88,000	83,780	...	...	...
Special gauges—													
Jorhāt	69	28	3,044	109	28	1,300	46	6,172	3,800	...	2,372	...	...
Cherra-Companyganj	44	...	...	...	...	(c)	...	...	(c)	...	...	...	...
TOTAL	285	5,281	12,78,625	242	5,629	10,95,500	195	42,71,136	37,14,800	...	5,56,336	...	...
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	381	1,491	8,81,602	591	1,491	7,33,000	492	29,67,623	22,94,000	...	6,73,623	...	...
Bombay, Baroda and Central India	586	461	4,21,721	915	461	3,91,000	848	13,47,471	11,30,000	...	2,17,471	...	...
Madras	261	840	2,13,411	254	840	1,77,000	211	7,09,697	5,91,000	...	1,18,697	...	...
TOTAL	879	2,792	15,16,734	543	2,792	13,01,000	466	50,24,791	40,15,000	...	10,09,791	...	...
TOTAL (GUARANTEED AND STATE)	262	18,326	57,19,512	312	19,411	52,24,200	269	1,85,72,621	1,64,40,300	...	21,32,321	...	...
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	207	162	28,034	173	162	29,800	184	1,07,207	1,02,000	...	5,207	...	...
Tarkessur	278	22	6,453	293	22	5,800	264	34,989	32,400	...	2,589	...	...
Southern Punjab (Delhi-Samāsata)	42	400	29,524	74	423	27,600	65	87,086	88,000	914	...	...	...
Tapti	...	...	...	...	...	1,500	42	...	5,300	5,300	...	...	...
Metre gauge—													
Brahmaputra-Sultanpur	...	...	...	...	25	1,000	40	...	2,600	2,600	...	...	...
Mymensingh-Jamalpur-Jagannathganj	...	...	...	...	33	1,000	30	...	3,700	3,700	...	...	...
Rohilkund and Kumaon (Co.'s sec.)	121	66	9,327	141	66	10,600	161	40,118	30,300	...	9,818	...	...
Segowlie-Raxaul	...	...	...	...	18	600	33	...	2,000	2,000	...	...	...
Bengal Doonars	149	36	3,245	90	36	2,900	81	8,554	7,600	...	954	...	...
Dibrū-Sadiya	198	78	17,341	222	78	15,500	199	55,259	52,500	...	2,759	...	...
Ahmedabad-Parāntij	45	55	5,131	93	55	4,200	76	12,980	11,000	...	1,980	...	...
Special gauges—													
Darjeeling-Himalayan	274	51	17,191	337	51	17,000	333	60,180	42,300	...	17,880	...	...
Bārsi	125	21	3,681	175	21	3,500	167	13,178	10,000	...	3,178	...	...
TOTAL	147	891	1,19,927	185	1,026	1,21,000	118	4,19,551	3,90,600	...	28,951	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonā	26	74	2,295	31	74	4,200	57	8,390	11,300	2,910	...	...	...
Bhopal-Ujjain	61	114	9,457	83	114	12,400	109	30,739	39,300	8,561	...	...	...
Nāgdā-Ujjain	60	35	2,730	78	34	3,000	88	10,292	7,900	...	2,392	...	...
The Nizam's Guaranteed State	211	334	80,178	267	334	76,200	228	2,81,970	2,24,000	...	57,970	...	...
The Gaekwar's Petlād	84	13	1,139	88	13	1,300	100	3,473	3,800	327	...	...	...
Rājputra-Bhātinda	122	108	11,374	105	108	9,200	85	40,163	32,700	...	7,463	...	...
Kolar Gold-fields	402	10	2,728	273	10	2,600	260	11,473	9,300	...	2,173	...	...
Metre gauge—													
Yesvantpur-Mysore Frontier section (incldg. M.-Naujangūd)	84	66	4,079	62	66	3,100	47	16,269	10,100	...	6,169	...	...
The Gaekwar's Mehsāna	71	93	8,233	89	93	6,800	73	25,986	21,400	...	4,586	...	...
Kolhapur	57	29	1,242	43	29	2,200	76	5,657	7,300	1,643	...	...	...
Special gauges—													
The Gaekwar's Dabhoi	51	79	4,666	59	79	5,300	67	15,215	14,800	...	415	...	...
Rajpipla	11	19	280	15	24	800	33	949	2,600	1,651	...	...	...
Cooch Behar	54	22	1,934	88	34	1,500	44	5,450	5,300	...	150	...	...
TOTAL	120	996	1,39,335	140	1,012	1,28,000	127	4,55,666	3,89,800	...	65,866	...	...
Lines owned & worked by n. states.													
Metre gauge—													
Bhāvnagar-Gondal-Junāgad-Porbandar	97	334	54,603	163	334	42,500	127	1,63,853	1,34,000	...	29,853	...	...
Jetalsar-Rājkot	82	46	4,099	89	46	4,500	98	12,702	13,500	798	...	...	...
Jāmnagar	38	54	2,877	53	54	1,800	33	8,625	7,300	...	1,325	...	...
Dhāringadrā	...	...	...	...	...	1,700	81	...	5,000	5,000	...	...	...
Jodhpore-Bickaneer	62	364	30,874	85	407	33,000	81	85,830	1,11,000	25,170	...	...	...
Oodypore-Chitor	38	60	2,992	50	61	3,300	54	8,352	8,500	148	...	...	...
Special gauges—													
Morvi	83	94	7,616	81	94	9,200	93	23,604	26,900	3,296	...	...	...
TOTAL	75	952	1,03,061	108	1,017	98,000	94	3,02,966	3,06,200	3,234	...	...	...
GRAND TOTAL	243	21,165	60,81,835	287	22,466	55,69,800	248	1,97,50,804	1,75,26,900	...	22,23,904	...	...

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rys.

(b) Includes Bezwada-Madras ry.

(c) Closed for traffic owing to floods.

W. J. McELHINNY, Captain, R.E.  
Offy. Under Secy. to the Govt. of India.

SIMLA, the 4th May, 1899.

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SIMLA, SATURDAY, MAY 13, 1899.

OFFICIAL PAPERS.

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on  
Saturday, May 6th, 1899.

During the week under review there have been heavy rains and strong winds and gales in Burma, due to the advance northward of the depression which was developing over the Andaman Sea at the close of last week, but over India the weather has been quiet and generally fine. Pressure has been high and above the normal average over Bombay and low and below the normal over Northern and North-Eastern India. As a result, dry westerly and north-westerly winds have prevailed over the greater part of India, and the only rainfall which has been received over India has been light or moderate showers occurring during dust and thunder storms. Very hot weather prevailed during the week over Northern India where the wind was westerly, but over the central parts of India and over the greater part of the Peninsula where the wind was north-westerly or even northerly the mean temperature was steadily lower than usual. In Burma the heat was largely controlled by the rainfall, accompanying the storm mentioned above, and was very largely below the normal on the 4th and 5th May when the rainfall was very heavy.

**Daily Summary.**—*Sunday, April 30th*—Pressure was changing very slightly, and the only important feature in the weather was the storm which was developing over the Andaman Sea and which was drawing the wind into north in Lower Burma and occasioning rain over Lower Burma and Tenasserim. Over India the weather was very quiet, pressure generally higher than usual and the wind between north-west and west except in the Bay area where the directions were southerly. Dust and thunder storms had occasioned showers of rain over parts of Bengal, of the southern half of the Peninsula and of Rajputana,

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but the rainfall amounts were small. The heat had been greater than usual over Northern India, the greater part of Burma and the Madras coast districts, but had been below the normal elsewhere. The largest opposite variations from the normal were  $-7.0^{\circ}$  at Chanda and  $+8.5^{\circ}$  at Mandalay.

*Monday, May 1st.*—The barometer had fallen almost everywhere. The change had been very rapid at Diamond Island, and the storm which had been developing over the Andaman Sea had approached that station where pressure was over 0.25 inch below the normal. The winds were cyclonic around the Andaman Sea and were blowing a gale at Diamond Island. Rain had fallen over Tenasserim and Deltaic Burma, the heaviest amount being 5.67 inches at Diamond Island. Over India the pressure and wind conditions were unchanged, and the only rainfall was some light showers accompanying dust and thunder storms. The heat remained excessive over the greater part of Northern India and of Burma and the Madras coast districts, while over Lower Burma, the Peninsula and the central parts of India the weather was cooler than usual.

*Tuesday, May 2nd.*—Pressure had risen briskly over Tenasserim and fallen over Lower Burma. The storm had continued to move northward and lay close to Bassein, in which neighbourhood the barometer was between 0.30 inch and 0.36 inch below the normal. Cyclonic gales prevailed over Lower Burma where heavy rain had fallen. Over India there was still no important change to record. Pressure was higher than usual generally, but much more so over the Western desert than over Eastern and North-Eastern India. Westerly to north-westerly winds prevailed throughout, and the only rainfall was a few light local thundershowers. The heat over Northern India was increasing, and the mean temperature was slightly to very largely excessive in Northern India and in the Madras coast districts. It still remained low over Lower Burma and the greater part of the Peninsula and of North Bombay.

*Wednesday, May 3rd.*—The barometer had risen with great rapidity over Lower Burma, and the cyclonic storm had filled up. Elsewhere there had been no important change. Pressure was high along the west coast and low over West Bengal and the West Punjab. The wind was still strong in parts of Burma, but the gales had subsided. The direction of the wind was more northerly than usual over the Peninsula. Rain continued to fall over Burma, but over India the weather was fine with a few local thundershowers. The distribution of temperature relatively to the normal was little changed, and the principal variations from the average were  $+9.2^{\circ}$  at Rawalpindi,  $+8.4^{\circ}$  at Silchar,  $-7.6^{\circ}$  at Bassein and  $-5.6^{\circ}$  at Belgaum.

*Thursday, May 4th.*—The barometric changes had been generally unimportant and irregular. Southerly winds were blowing over the Bay area and into Bengal and easterly winds along the foot of the Eastern Himalayas, but elsewhere the directions were between west and north-west with more northing than is usually the case. Dull, rainy weather prevailed over Burma, but the rainfall amounts were not heavy except at Minbu where 7.90 inches had been received. Over India the weather remained generally fine, but the local thundershowers were somewhat more widespread and somewhat heavier. The weather was cooler than usual over Burma (Minbu  $-12.7^{\circ}$ ), the west of the Peninsula (Belgaum  $-5.9^{\circ}$ ) and North Bombay and Rajputana (Hyderabad  $-5.1^{\circ}$ ), but elsewhere the heat was excessive, the principal variations from the normal having been  $+10^{\circ}$  at Rawalpindi and  $+9.7^{\circ}$  at Mymensingh.

*Friday, May 5th.*—The barometer had fallen over North Bengal and risen elsewhere. Pressure was considerably above the normal over North-Western and Western India and considerably below in Bengal. Westerly winds prevailed down the Gangetic Plain, southerly winds over the Bay area and north-westerly winds elsewhere. Showers of rain had been received over Burma, Assam and Sikkim, while dust and thunder storms, in some cases accompanied with rain, had been experienced in different parts of North-Western and Central India and the Peninsula. The heat was greater than usual over Northern India—more particularly in Bengal—and less than usual elsewhere. Some of the more important variations from the normal were  $+8.1^{\circ}$  at Rawalpindi,  $+11.2^{\circ}$  at Patna,  $-10.6^{\circ}$  at Yamethin,  $-5.2^{\circ}$  at Belgaum and  $-6.4^{\circ}$  at Bickaneer and Hyderabad (Sind).

*Saturday, May 6th.*—Pressure had increased, but generally by small amounts, and the general conditions of pressure were unchanged. Hot westerly



winds prevailed down the Gangetic Plain into West Bengal, while southerly winds prevailed over the Bay area and north-westerly or variable winds elsewhere. The weather remained showery in Assam, but the rain had ceased in Burma. Local dust and thunder storms continued to give rain to parts of Central India, the Central Provinces, and Southern India. Very hot weather continued to prevail over the Punjab, the North Gangetic Plain, Bengal and Upper Burma, the principal variations having been  $+5.2^{\circ}$  at Rawalpindi,  $+12.1^{\circ}$  at Bogra and  $+5.2^{\circ}$  at Bhamo. Elsewhere the heat was generally less than usual.

**Temperature.**—The weather during the week under review has been generally excessively hot over the Punjab, the Gangetic Plain and Bengal where during the greater part of the week there have been hot westerly winds, but over the Peninsula, North Bombay and the neighbouring regions where the wind has been north-westerly the heat has been slightly to considerably less than usual, while in Burma, as the heavy rain extended, the mean temperature fell to much below the normal.

The following table gives the mean temperature variation data for the week :

PROVINCE.	APRIL 1899.	MAY 1899.						Mean variation of week.
	30th	1st	2nd	3rd	4th	5th	6th	
	°	°	°	°	°	°	°	°
Burma . . . . .	+2.1	—0.5	—1.9	—3.3	—5.1	—4.0	0	—1.8
Assam . . . . .	+3.9	+4.7	+3.2	+5.3	+6.9	+6.5	+2.5	+4.7
Bengal . . . . .	+3.7	+3.8	+4.7	+5.2	+7.4	+8.2	+7.9	+5.8
Orissa . . . . .	+0.6	—2.3	+1.1	+1.4	+4.0	+4.9	+5.4	+2.2
Bihar . . . . .	+2.2	+2.8	+3.8	+4.2	+5.4	+8.4	+8.4	+5.0
Chota Nagpur . . . . .	+1.9	+0.1	+2.3	+1.9	+4.1	+5.8	+5.2	+3.0
N.-W. P. and Oudh . . . . .	+0.1	+0.5	+4.0	+3.5	+4.0	+3.1	+2.5	+2.5
Punjab . . . . .	+3.6	+5.7	+6.9	+6.0	+6.2	+2.4	+1.2	+4.6
Sind . . . . .	—1.1	+0.6	—0.5	—1.1	—2.0	—3.7	—4.9	—1.8
Rajputana . . . . .	—1.8	+0.7	+1.6	+1.5	—0.8	—3.5	—1.4	—0.5
Gujarat . . . . .	—4.1	—1.0	—2.5	—2.1	—0.6	—3.3	—3.9	—2.5
Central India . . . . .	—3.9	—1.6	+1.3	+1.4	—1.1	—3.0	—2.2	—1.3
Central Provinces . . . . .	—2.6	—1.3	+0.5	+1.9	+0.9	—1.5	—0.2	—0.3
Berar . . . . .	—2.3	—3.6	—1.0	+1.0	—0.1	—3.2	—0.5	—1.4
West Coast . . . . .	—0.9	—0.8	—1.1	—1.7	—2.2	—1.7	—1.1	—1.4
Bombay Deccan . . . . .	—3.3	—2.6	—5.3	—3.5	—2.5	—3.2	—2.0	—3.2
Mysore . . . . .	—2.0	—5.4	—5.0	—4.0	—4.0	—2.1	—1.9	—3.5
Madras Coast . . . . .	+1.4	+2.2	+4.2	+2.6	+2.9	+1.4	+1.2	+2.3
Madras Deccan . . . . .	—3.2	—2.3	—3.3	—1.4	—1.7	—1.9	—0.5	—2.0
South India . . . . .	—1.4	—1.8	—1.8	—1.5	—1.9	—2.3	—2.3	—1.9
Mean for whole of India . . . . .	—0.4	—0.1	+0.6	+0.9	+1.0	+0.4	+0.7	+0.4

The mean temperature of the whole of India for each day of the week and for the whole week was about normal, but on turning to the provincial variations considerable differences are exhibited. Thus Assam, Bengal, Orissa, Bihar, Chota Nagpur, the North-West Provinces, the Punjab and the Madras Coast, all exhibited a moderate to large excess, while all the remaining provinces showed a deficiency. The greatest excess was in Bengal, the greatest deficiency in Mysore.

The following were the highest maxima reported on each day :

April 30th . . . . .	108.5°	at Cuttack.
May 1st . . . . .	111.3°	„ Jacobabad.
„ 2nd . . . . .	110.8°	„ Do.
„ 3rd . . . . .	109.3°	„ Lucknow.
„ 4th . . . . .	108.4°	„ Gaya and Khushab.
„ 5th . . . . .	109.5°	„ Gaya.
„ 6th . . . . .	108.5°	„ Cuttack.

**Rain.**—As was the case last week and as is usual at this time of year, nearly all the rain which has fallen over the Indian area has accompanied dust and thunder storms, and has consequently been scattered, local and generally light. The only exception has been the rainfall in Lower Burma which accompanied the deepish depression which crossed the South-West Burma coast from the Andaman Sea in the early days of the week. This depression occasioned heavy rain in the Rangoon, Bassein and Maubin districts on the 1st and 2nd of May and in the Minbu district on the 3rd of May. In all other places the rainfall, as mentioned above, was connected with dust and thunder storms. These storms occurred principally on the 5th and 6th May in Assam, on the 30th April and the 1st and 2nd May in Bengal, on the 1st and 2nd May over the Peninsula and on the 5th and 6th May over the central districts. In the remaining parts of India where rain fell the fall was scattered throughout the week.

The rainfall table at the close of the summary shows that rain in appreciable amount, *i.e.*, the average actual rainfall of the division, 0·10 inch or more in amount, fell in twenty-eight of the rainfall divisions. These twenty-eight divisions included, all the Burma divisions, the Surma and Brahmaputra divisions of Assam, the deltaic, north and hill divisions of Bengal, Orissa, the hill division of the North-West Provinces, the South Punjab, Malabar, Mysore, the Bombay Deccan, Khandesh, Berar, Kathiawar, Sind, Baluchistan, Rajputana (East) and Central India (West), the north and south divisions of the East Coast, the South-Central, Central and South divisions of Madras and Hyderabad (South). In all the remaining divisions there has been either no rain whatever or the actual average rainfall has been less than 0·10 inch, and hence practically *nil*. Where rain was received the amount ranged from 4·63 inches in Deltaic Burma, 4·01 inches in the Bengal Hills and 3·57 inches in Tenasserim, to 0·10 inch in North Bengal and Central Madras and 0·11 inch in Orissa, Malabar and Gujarat. The third column of the table shows that the average actual rainfall of the week was greater than the normal average rainfall, in Tenasserim, Deltaic, Central and Upper Burma, the Bengal Hills, the South Punjab, Khandesh, Berar, the west of the Central Provinces, Gujarat, Kathiawar, Sind, Baluchistan, Central India, Rajputana, the East Coast (North) and Hyderabad (South). This excess was as much as 4·15 inches in Deltaic Burma, 2·25 inches in the Bengal Hills, 2·01 inches in Upper Burma, 1·78 inches in Tenasserim and 1·62 inches in Baluchistan, but elsewhere the excess was small and unimportant. On the other hand, in all the rainfall divisions not mentioned above, the week's rainfall was less than usual, the deficiency amounting to over 3 inches in the Surma and hill divisions of Assam and over 1 inch in the Assam Valley, Deltaic Bengal, North Bengal and Coorg.

The following were the principal large totals recorded at individual stations during the week:

Burma	Bilin, Thaton	6·43 inches.
	Bassein	6·05 "
	Maubin	7·29 "
	Minbu	8·87 "
	Magwe	7·02 "
Assam	North Lakhimpur	4·63 "
Bengal	Darjeeling	4·01 "
	Satkaira (Khulna)	1·18 "
Punjab	Hansi	0·71 "
Mysore	Chennagiri (Shimoga)	2·80 "
Central Provinces	Melghat (Ellichpur)	2·20 "
Madras	Kelapalur (Trichinopoly)	2·33 "

The three concluding columns of the rainfall table show that the rainfall for the period February 26th to May 6th has been short of the normal in Arakan, Central Bengal, a large part of the Gangetic Plain and of the Punjab and in some central districts, but that in all other parts of the country the total fall has been normal or in excess of the normal, the excess in some parts of the Peninsula having been particularly large.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING MAY 6TH, 1899.			RAINFALL DATA FROM FEBRUARY 25TH TO MAY 6TH, 1899.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, February 25th to May 6th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim . . . . .	3'57	1'79	+ 1'78	5'84	4'99	+ 17
	2. Lower Burma Deltaic . . . . .	4'03	0'48	+ 4'15	5'59	1'97	+ 23
	3. Central do. . . . .	1'24	0'37	+ 0'87	3'9	1'35	+ 84
	4. Upper do. . . . .	2'63	0'62	+ 2'01	2'6	7'29	+ 32
	5. Arakan . . . . .	1'27	1'54	- 0'27	3'52	—	25
BENGAL AND ASSAM	6. Eastern Bengal . . . . .	0'01	2'39	- 2'38	8'44	20	— 5
	7. Assam Surma . . . . .	0'99	4'42	- 3'43	23'79	17'0	— 11
	8. Do. Hills . . . . .	0	3'62	- 3'62	18'51	13'45	+ 9
	9. Do. Brahmaputra . . . . .	1'24	2'86	- 1'62	13'72	5'83	+ 2
	10. Deltaic Bengal . . . . .	0'27	1'55	- 1'28	5'14	3'34	12
	11. Central do. . . . .	0	0'96	- 0'96	2'40	6'19	28
	12. North do. . . . .	0'10	1'73	- 1'63	5'99	8'46	—
	13. Bengal Hills . . . . .	4'01	1'76	+ 2'25	10'23	2'73	—
	14. Orissa . . . . .	0'11	0'46	- 0'35	4'15	1'85	—
	15. Chota Nagpur . . . . .	0	0'33	- 0'33	2'43	0'81	—
	16. South Bihar . . . . .	0	0'21	- 0'21	0'83	1'62	—
	17. North do. . . . .	0	0'54	- 0'54	1'87	—	13
NORTH-WESTERN PROVINCES AND OUDH.	18. N.-W. P. East . . . . .	0	0'03	- 0'03	0'54	0'41	+ 32
	19. South Oudh . . . . .	0	0'05	- 0'05	0'34	0'49	— 31
	20. North do. . . . .	0	0'06	- 0'06	0'54	0'68	— 21
	21. N.-W. P. Central . . . . .	0	0'02	- 0'02	0'32	0'42	— 24
	22. Do. West . . . . .	0'01	0'04	- 0'03	0'30	0'67	— 55
	23. Do. East Submontane . . . . .	0	0'10	- 0'10	1'02	0'67	+ 52
	24. Do. West do. . . . .	0'01	0'10	- 0'09	0'53	1'36	— 61
	25. Do. Hills . . . . .	0'15	0'40	- 0'25	2'01	4'21	— 52
PUNJAB	26. South-East Punjab . . . . .	0'02	0'04	- 0'02	0'33	0'83	— 60
	27. South do. . . . .	0'15	0'03	+ 0'12	0'24	0'95	— 75
	28. Central do. . . . .	0'02	0'06	- 0'04	0'89	1'88	— 53
	29. Punjab Submontane . . . . .	0	0'09	- 0'09	0'54	1'86	— 71
	30. Do. Hills . . . . .	0	0'36	- 0'36	1'06	4'74	— 78
	31. North Punjab . . . . .	0'01	0'19	- 0'18	2'39	4'15	— 42
	32. West do. . . . .	0	0'04	- 0'04	0'32	1'01	— 68
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	33. Malabar . . . . .	0'11	1'02	- 0'91	11'25	4'56	+ 147
	34. Madras South-Central . . . . .	0'28	0'93	- 0'65	6'85	3'85	+ 78
	35. Coorg . . . . .	0	1'08	- 1'08	6'40	4'17	+ 53
	36. Mysore . . . . .	0'41	0'69	- 0'28	4'81	2'11	+ 128
	37. Konkan . . . . .	0'02	0'09	- 0'07	3'53	0'31	+ 1037
	38. Bombay Deccan . . . . .	0'14	0'23	- 0'09	2'00	1'15	+ 73
	39. Hyderabad North . . . . .	...	...	...	...	...	...
	40. Khandesh . . . . .	0'33	0'02	+ 0'31	0'97	0'19	+ 411
CENTRAL PROVINCES AND BERAR.	41. Berar . . . . .	0'21	0'02	+ 0'19	1'18	0'46	+ 157
	42. Central Provinces West . . . . .	0'07	0'06	+ 0'01	0'38	0'57	— 33
	43. Do. do. Central . . . . .	0'01	0'08	- 0'07	0'45	0'89	— 49
	44. Do. do. East . . . . .	0	0'12	- 0'12	1'55	1'34	+ 16
BOMBAY (NORTH)	45. Gujarat . . . . .	0'11	0	+ 0'11	0'11	0'01	+ 1000
	46. Kathiawar . . . . .	0'09	0	+ 0'09	0'09	0'26	— 65
	47. Sind . . . . .	0'18	0'01	+ 0'17	0'87	0'30	+ 123
	48. Baluchistan Hills . . . . .	1'79	0'17	+ 1'62	4'00	3'58	+ 12
RAJPUTANA AND CEN- TRAL INDIA.	49. Central India East . . . . .	0'06	0'03	+ 0'03	0'15	0'28	— 47
	50. Rajputana East, Central India West. . . . .	0'14	0'03	+ 0'11	0'41	0'28	+ 46
	51. West Rajputana . . . . .	0	0'07	- 0'07	0	0'36	— 100
MADRAS	52. East Coast North . . . . .	0'31	0'28	+ 0'03	3'16	1'34	+ 136
	52-A. Do. do. (a) . . . . .	0	0'48	- 0'48	3'90	2'80	+ 39
	53. Hyderabad South . . . . .	0'17	0'14	+ 0'03	1'38	1'33	+ 4
	54. Madras Central . . . . .	0'10	0'33	- 0'23	2'18	0'87	+ 151
	55. East Coast Central . . . . .	0'05	0'18	- 0'13	4'02	0'69	+ 483
	56. Do. South . . . . .	0'16	0'71	- 0'55	5'09	1'62	+ 214
	57. Madras South . . . . .	0'24	0'52	- 0'28	7'49	3'28	+ 128

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SIMLA, 11th May, 1899.

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report of the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 6th May.*—Light showers fell generally during the week, except in the Carnatic. The water-supply is generally sufficient. Ploughing, general and some sowings are being made. The standing crops are in good condition; the harvest is yielding fairly in parts. Pasture is moderate; in general is sufficient; and cattle are in normal condition. Prices are again slightly lower.

**Bombay.**—*For week ending 10th May.*—There was rain in eighteen districts during the week, but it was generally light. Reaping of late crops continues in Hyderabad and Khandesh and cotton-picking in Baroda territory. Preparations for next season are progressing generally. Sowings have commenced in parts of Kanara and Karachi. Fodder is sufficient, except in parts of Sind and Baroda territory. Agricultural stock is healthy. Prices have risen in seven and fallen in three districts; elsewhere they are stationary.

**Bengal.**—*For week ending 8th May.*—With the exception of some scattered showers in Bengal Proper and Orissa, the weather throughout the week was rainless and very hot. General rain is now needed for ploughing and early sowings and also for the young crops in the ground. Spring rice is still being harvested, and the threshing of the spring crops in Bihar is almost over. The fodder-supply is everywhere sufficient, except as previously reported in places in Midnapore, Manbhum and the Sonthal Parganas. The price of common rice is practically stationary; any variations reported being very slight.

**North-Western Provinces and Oudh.**—*For week ending 10th May.*—There were slight showers in a few districts, otherwise the weather has been seasonable. Operations connected with the spring harvest are practically completed. Extra crops, sugarcane, and indigo are being irrigated. Prospects are favourable; supplies and fodder are sufficient. Prices have risen in a few districts, otherwise they are almost stationary.

**Punjab.**—*For week ending 10th May.*—Slight rain is reported from Hissar, Delhi, Ferozepore, Lahore, and Rawalpindi. Reaping and threshing of spring crops are still going on. Sowing of autumn crops continues in Mooltan, Lahore, Amritsar, Sialkot, and Peshawar. Extra spring sowings have been finished. The outturn of the canal crops is average in Hissar generally, Lahore and Sialkot, and normal in Jullundur. The condition of the extra spring crops is good in Umballa and Peshawar and average in Delhi, Lahore, and Ferozepore. Food-stocks are sufficient in Ferozepore and Peshawar. Crops have been slightly damaged by hail and white-ants in parts of Sialkot and Dera Ismail Khan. The condition of cattle is poor in Hissar, Delhi, Sialkot and Shahpur; fair in parts of Dera Ismail Khan; and good elsewhere. Fodder is scarce in parts of Hissar, Delhi, Shahpur, and Dera Ismail Khan, and sufficient elsewhere. Prices, especially of wheat, have risen in Amritsar and Rawalpindi; fallen in Sialkot; and have remained unchanged elsewhere. Wheat is selling from  $16\frac{1}{2}$  to  $21\frac{1}{2}$ , gram  $19\frac{1}{2}$  to 23, maize  $27\frac{1}{2}$  to 35, barley 30 to 32, great millet 21, bulrush-millet 18 to  $23\frac{1}{2}$ , and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 9th May.*—The weather has been generally cloudy and close; the temperature was unusually low in Saugor during the week. Slight showers of rain fell in fourteen districts. The threshing of spring crops is in progress in the Mandla and Balaghat districts, and has been completed elsewhere. The crop outturn in Jubbulpore is proving rather worse than was expected. Village relief is in progress in Saugor and Damoh; 2,100 persons in the latter district being in receipt of relief. The water-supply is scarce in parts of Saugor, Mandla, Chanda, Chhindwara, and Bhandara. Fodder is scarce in parts of eight districts and fodder and grain-stocks are insufficient in the Hinganghat tahsil of Wardha. The price of wheat, gram, rice, and *juar* has fallen in some districts and has risen in others. The cheapest prices are—wheat 20, gram 32, rice 23, and *juar* 30 seers per rupee; the dearest prices are—wheat  $12\frac{1}{2}$ , gram 18, rice 10, and *juar* 21 seers per rupee.



**Burma.**—*For week ending 6th May.*—In Upper Burma harvesting of island crops and dry weather paddy continues in most districts. Ploughing for early wet weather crops has commenced in parts of Kyaukse, the Ruby Mines district, Yamethin, and the Shan States. The standing crops are in good condition, except dry weather paddy in parts of Mandalay and the Ruby Mines district. The price of paddy has fallen in Pakòkku and Myingyan; slightly in Thongwa and Rangoon; largely in Bassein; elsewhere it is steady.

**Assam.**—*For week ending 9th May.*—There was rain in all districts, except in the Khasi and Jaintia Hills. More rain is wanted in Nowgong and in parts of Kamrup. Sowing of early rice; planting of sugarcane; and plucking and manufacture of tea are in progress. Prospects of tea are generally good, except in parts of Cachar, Sylhet, and Sibsagar, where red spider prevails. Land is being prepared for late rice. Reaping of low land transplanted rice continues in Sylhet. Prospects are good. Pressing of sugarcane has been finished and the outturn is generally good. Sowing of jute continues in Sylhet and Goalpara. Prices—common rice—Silchar and Dhubri 16, Gauhati 14½, Tezpur 15, Nowgong 14, Sylhet 21, Sibsagar 12, and Dibrugarh 14 seers per rupee.

**Mysore and Coorg.**—*For week ending 10th May.*—**MYSORE:** Rainfall—one inch 22 cents in the Civil and Military station and general rain in the Province. Prospects are favourable. Prices have slightly risen in Bangalore, Tumkur, and Kadur. *Ragi (Eleusine coracana)* has been sown in parts of Hassan.

**COORG:** Rainfall—41 cents. Ploughing for rice continues. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 10th May.*—**BERAR:** The weather is warm and cloudy. Land is being prepared for the next monsoon crop. The fodder and water-supply are inadequate in parts of three districts. The price of *jowar* shows a tendency to fall in two districts; elsewhere it is stationary.

**HYDERABAD:** Rainfall during the week—8 cents. The standing winter rice crop has suffered in parts from unseasonable rain. Preparations for next season's sowing are in progress. Prices of grain continue steady. Prices—wheat 10, coarse rice 10½, and *jowari* 24½ seers per current sicca rupee.

**Central India.**—*For week ending 10th May.*—Some rain fell in the Indore, Bhopal, and Bhopawar Agencies during the week. Agricultural operations have been completed in Gwalior, Bhopal, and Bundelkhand; and are in progress elsewhere. The land is being prepared for the autumn sowings in Bhopawar. Agricultural stock and pasturage are in fairly good condition. Prices continue above normal in Bundelkhand and are normal elsewhere. The condition of opium is fair in Malwa.

**Rajputana.**—*For week ending 10th May.*—Rain ranging from over one inch to 20 cents fell at Bikanir, Kherwara, Abu, Sirohi, Shahpura, the Dewa pargana of Jaisalmer, Meywar, Ajmere, Jeypore, and Kishengurh; there was also slight rain at Tonk. Harvesting and threshing continue in parts. Breaking of soil for the next crop is in progress in most parts of Merwara. Agricultural stock are in fair to good condition, but poor in Meywar and Haraoti. Fodder scarcity prevails in the States reported last week. Prices are rising in Meywar, Jhallawar, and Kishengarh; falling slightly in Jeypore; and are steady elsewhere. Thirty persons emigrated from Merwara during the week. The total emigration from Merwara up to date numbers—4,414. The numbers employed on relief works were—Ajmere 391, Merwara 4,175, and Marwar 965. Prices—Ajmere 20½, Beawar 22, and Marwar 15 seers per rupee.

**Kashmir.**—*For week ending 9th May.*—The weather is fine. Prospects of the spring crops are excellent. Prices continue below normal. Rice—27 seers per rupee.

**JAMMU PROVINCE.**—Report not received.

**Nepal.**—*For week ending 6th May.*—Rainfall 0·81 inch. The weather is warm and hazy. First sowings of indian-corn and upland rice are being made. The wheat crop is doing well. Rice 10 seers per rupee.

M. FINUCANE,

*Offg. Secretary to the Government of India.*

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 30TH APRIL 1898, AND FROM 1ST JANUARY TO 29TH APRIL 1899.

N.B.—As regards the figures in column Total earnings from 1st January 1899, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile during the 1st half of 1898.	WEEK ENDING 30TH APRIL 1898.			WEEK ENDING 29TH APRIL 1899.			Earnings from 1st January to 30th April 1898.	Earnings from 1st January to 29th April 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.					
			TOTAL.	Per mile open.		TOTAL.	Per mile open.				
State Lines worked by companies.											
Standard gauge—	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
East Indian	694	1,740	13,62,524	783	1,747	13,47,000	771	2,14,41,655	2,15,59,000	1,17,345	...
Bengal Central	162	125	33,650	269	125	27,200	218	3,72,569	3,55,000	...	17,569
Bengal-Nagpur	181	862	2,13,367	248	1,186	1,62,000	137	28,75,436	32,39,000	3,63,564	...
Indian Midland (including Bhopal-Itarsi)	171	800	1,35,125	169	868	1,69,000	195	22,32,133	24,69,000	2,36,867	...
Bezwada extn. (East Coast State)	191	21	4,432	212	21	3,200	152	75,816	52,000	...	23,816
Washermenpet-Ennir sec. (Bez.-Mad.)	119	9	1,277	142	9	2,000	222	18,246	23,000	4,754	...
Metre gauge—											
Rajputana-Malwa (inclgd. G.-R.-Nagda)	264	1,815	4,94,986	427	1,815	4,84,000	267	74,00,270	82,88,000	8,87,730	...
Palampur-Deesa	44	17	700	41	17	800	47	10,031	12,800	2,769	...
South Indian	161	1,042	1,73,685	167	1,023	1,66,000	162	27,06,564	26,38,000	...	68,564
Mayavaram-Mutpet	88	54	4,675	87	54	4,500	83	76,719	72,200	...	4,519
Southern Mahratta (inclgd. G.-M. Fron. sec.)	103	1,165	1,37,486	118	1,165	1,31,000	112	19,76,410	18,95,000	...	81,410
Mysore section (Southern Mahratta)	107	296	30,821	104	296	20,500	69	5,49,510	3,02,000	...	2,47,510
Bengal and North-Western system	162	854	1,65,642	194	1,082	1,93,000	178	23,86,411	25,17,000	1,30,589	...
Lucknow-Bareilly	106	231	26,616	115	231	24,200	105	3,84,086	4,14,000	29,914	...
Assam-Bengal	90	286	25,329	88	415	30,400	73	4,46,765	5,71,000	1,24,235	...
Burma	223	936	2,02,381	216	936	1,73,000	185	36,98,432	32,86,000	...	4,12,432
TOTAL	266	10,253	30,12,716	294	10,990	29,37,800	267	4,66,51,053	4,76,93,000	10,41,947	...
State Lines worked by the State.											
Standard gauge—											
North Western (a)	287	2,886	7,81,320	271	2,959	7,55,000	255	1,35,09,659	1,12,09,000	...	23,00,659
Oudh and Rohilkhand (inclgd. m. g. link)	217	1,013	2,58,565	255	1,013	2,84,000	280	33,81,468	35,81,000	2,00,532	...
Eastern Bengal (inclgd. metre & 2' 6")	319	818	2,83,325	346	894	2,70,000	324	48,38,139	41,39,000	...	6,99,139
East Coast (b)	116	536	70,414	131	795	92,100	116	10,93,729	13,63,000	2,69,271	...
Special gauges—											
Jorhat	66	28	1,374	49	28	2,100	75	33,030	28,800	...	4,230
Cherra-Companyganj	20	...	...	...	...	(c)	...	(d) 424	(e) 6,400	5,976	...
TOTAL	261	5,281	13,94,998	264	5,629	14,03,200	249	2,28,56,449	2,03,37,200	...	25,19,249
Lines worked by guaranteed cos.											
Standard gauge—											
Great Indian Peninsula system	514	1,491	8,92,189	508	1,491	7,85,000	526	1,32,35,897	1,44,56,000	12,20,103	...
Bombay, Baroda and Central India	775	461	4,56,775	991	461	4,03,000	874	51,76,861	56,57,000	4,80,139	...
Madras	258	840	2,37,968	283	840	1,92,000	229	36,61,308	30,93,000	...	5,68,308
TOTAL	480	2,792	15,86,932	568	2,792	13,80,000	494	2,20,74,069	2,32,06,000	11,31,931	...
TOTAL (GUARANTEED AND STATE) Assisted companies.	297	18,326	59,94,646	327	19,411	57,21,000	295	9,15,81,571	9,12,36,200	...	3,45,371
Standard gauge—											
Delhi-Umballa-Kalka	217	162	30,989	191	162	25,900	160	6,39,619	4,73,000	...	1,66,619
Tarkosur	320	22	9,254	421	22	6,300	286	1,37,607	1,24,000	...	13,607
Southern Punjab (Delhi-Samāsata)	75	400	30,191	75	423	32,200	76	3,46,962	4,20,000	73,038	...
Tapti Valley	...	...	...	...	36	1,900	53	...	28,900	...	...
Metre gauge—											
Brahmaputra-Sultanpur	...	...	...	...	25	800	32	...	(f) 3,400	3,400	...
Mymensingh-Jamalpur-Jagannathganj	...	...	...	...	33	1,200	36	...	21,400	21,400	...
Rohilkund and Kumaon (Co.'s sec.)	137	66	10,106	153	66	9,500	144	1,43,247	1,54,000	10,753	...
Sogowlie-Raxaul	...	...	...	...	18	500	28	...	(g) 4,500	4,500	...
Bengal Doonars	106	36	3,153	88	36	3,000	83	56,973	48,900	...	8,073
Dibru-Sadiya	200	78	16,158	207	78	17,900	229	2,71,276	3,02,000	30,724	...
Ahmedabad-Parāntij	59	55	5,122	93	55	4,500	82	47,850	59,100	11,250	...
Special gauges—											
Darjeeling-Himalayan	266	51	18,033	354	51	18,000	353	2,19,982	2,05,000	...	14,982
Bārsi	156	21	4,001	191	21	3,300	157	60,811	67,100	6,289	...
TOTAL	135	891	1,27,007	143	1,026	1,25,000	122	19,24,327	19,10,700	...	13,627
Lines owned by native states and worked by other agencies.											
Standard gauge—											
Bina-Goonā	81	74	2,333	32	74	4,100	55	35,666	78,900	43,234	...
Bhopal-Ujjain	76	114	9,677	85	114	12,600	111	1,46,243	1,87,000	40,757	...
Nagda-Ujjain	86	35	3,466	99	34	2,800	82	45,177	59,400	...	14,223
The Nizam's guaranteed state	235	334	93,103	279	334	77,800	233	13,32,656	12,90,000	...	42,656
The Gaekwar's Petlad	70	13	1,206	93	13	1,400	108	10,580	16,800	6,220	...
Rājpurā-Bhātinda	140	108	11,701	108	108	9,700	90	2,36,626	1,81,000	...	55,626
Kolar Gold-fields	408	10	3,450	345	10	2,200	220	67,043	52,600	...	14,443
Metre gauge—											
Yessantpur-Mysore Fron. sec. (inclgd. M.-Naujangūd)	71	66	4,782	72	66	3,200	48	76,995	48,600	...	28,395
The Gaekwar's Melsāna	81	93	8,770	95	93	6,200	67	1,13,612	1,15,000	1,388	...
Kolhapur	55	29	1,935	67	29	2,200	76	25,492	38,600	13,108	...
Special gauges—											
The Gaekwar's Dabhoi	58	79	5,070	64	79	5,100	65	64,783	70,700	5,917	...
Rajpipla	13	19	140	7	24	900	37	3,325	12,600	9,275	...
Cooch Behar	63	22	1,104	50	34	1,600	47	26,294	22,800	...	3,494
TOTAL	133	996	1,46,737	147	1,012	1,29,800	123	21,84,495	21,54,000	...	30,495
Lines owned & worked by n. states.											
Metre gauge—											
Bhāvnagar-Gondal-Junāgad-Porbandar	126	334	59,662	179	334	44,900	134	6,34,260	6,96,000	61,740	...
Jetalsar-Rājkot	80	46	4,418	96	46	4,400	96	59,648	68,700	9,052	...
Jamnagar	38	54	2,541	47	54	2,400	44	32,437	38,000	5,563	...
Dhāngadā	...	...	...	...	21	1,800	86	...	24,900	24,900	...
Jodhpore-Bikaner	66	364	26,528	73	407	25,500	87	4,16,840	6,41,000	2,24,160	...
Oodeypore-Chitor	42	60	2,633	44	61	3,100	51	37,260	52,900	15,640	...
Special gauge—											
Morvi	82	94	9,708	103	94	9,600	102	1,06,149	1,39,000	32,851	...
TOTAL	86	952	1,05,490	111	1,017	1,01,700	100	12,80,594	16,60,500	3,79,906	...
GRAND TOTAL	278	21,165	68,73,880	303	22,466	60,77,500	271	9,69,70,997	9,69,61,400	...	9,587

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rya.

(b) Includes Bezwada-Madras ry.

(c) Closed for traffic owing to floods.

(d) From 9th to 31st March 1898.

(e) From 1st January to 31st March 1899.

(f) From 1st to 29th April 1899.

(g) From 1st March to 29th April 1899.

SIMLA, the 11th May, 1899.

W. J. McELHINNY, Captain, R.E.,  
Offg. Under Secy. to the Govt. of India.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. IV of 1899-1900.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total earnings from 1st April 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 30TH APRIL 1898.				WEEK ENDING 29TH APRIL 1899.				Earnings from 1st to 30th April 1898.	Earnings from 1st to 29th April 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.													
Standard gauge—													
East Indian	654	1,740	13,62,524	783	1,747	13,47,000	771	55,70,490	53,89,000	...	1,81,490	...	
Bengal Central	183	125	33,650	269	125	27,200	218	90,255	76,700	...	13,555	...	
Bengal-Nagpur	139	862	2,13,367	248	1,186	1,62,000	137	8,87,941	7,26,000	...	1,61,941	...	
Indian Midland (including Bhopal-Itarsi)	155	800	1,35,125	169	868	1,69,000	195	5,70,483	6,39,000	68,517	...	...	
Bezwada extn. (East Coast State)	155	21	4,452	212	21	3,200	152	22,212	12,800	...	9,412	...	
Washermenpet-Ennūr sec. (Bez.-Mad.)	135	9	1,277	142	9	2,000	222	4,713	5,100	887	...	...	
Metro gauge—													
Rajputana-Malwa (incldg. G.-R.-Nagda)	210	1,815	4,94,986	427	1,815	4,84,000	267	20,25,234	18,96,000	...	1,29,234	...	
Pālanpur-Deesa	44	17	700	41	17	800	47	2,804	3,400	596	...	...	
South Indian	166	1,042	1,73,685	167	1,023	1,66,000	162	7,18,789	6,73,000	...	45,789	...	
Māyavaram-Mutapet	92	54	4,675	87	54	4,500	83	22,160	18,200	...	3,960	...	
Southern Mahratta (incldg. G.-M. Fron. sec.)	113	1,165	1,37,486	118	1,165	1,31,000	112	5,92,919	5,13,000	...	79,919	...	
Mysore section (Southern Mahratta)	123	296	30,821	104	296	20,500	69	1,40,860	78,300	...	62,560	...	
Bengal and North-Western system	147	854	1,65,642	194	1,082	1,93,000	178	6,57,569	7,03,000	45,431	...	...	
Lucknow-Barcilly	81	231	26,616	115	231	24,200	105	1,03,834	1,06,000	2,166	...	...	
Assam-Bengal	73	286	25,329	88	415	30,400	73	1,12,945	1,23,000	10,355	...	...	
Burma	186	936	2,02,381	216	936	1,73,000	185	7,66,502	6,94,000	...	72,502	...	
TOTAL	243	10,253	30,12,716	294	10,990	29,37,800	267	1,22,89,410	1,16,56,600	...	6,32,810	...	
State lines worked by the State.													
Standard gauge—													
North Western (a)	236	2,886	7,81,320	271	2,959	7,55,000	255	33,19,914	27,50,000	...	5,69,914	...	
Oudh and Rohilkhand (incldg. m. g. link)	195	1,013	2,58,565	255	1,013	2,84,000	280	9,85,819	10,25,000	39,181	...	...	
Eastern Bengal (incldg. metro & 2' 6")	362	818	2,83,325	346	834	2,70,000	324	10,61,635	9,56,000	...	1,05,635	...	
East Coast (b)	106	536	70,414	131	795	92,100	116	2,74,634	3,81,000	1,06,366	...	...	
Special gauges—													
Jorhat	69	28	1,374	49	28	2,100	75	7,546	5,900	...	1,646	...	
Cherra-Companyganj	44	...	...	...	...	(c)	...	...	(c)	...	...	...	
TOTAL	235	5,281	13,94,998	264	5,629	14,03,200	240	56,49,548	51,17,900	...	5,31,648	...	
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	381	1,491	8,92,189	598	1,491	7,85,000	526	38,59,812	30,92,000	...	7,67,812	...	
Bombay, Baroda and Central India	586	461	4,56,775	991	461	4,03,000	874	18,04,246	15,33,000	...	2,71,246	...	
Madras	261	840	2,97,968	283	840	1,92,000	229	9,47,665	7,83,000	...	1,64,665	...	
TOTAL	379	2,792	15,86,932	568	2,792	13,80,000	494	66,11,723	54,08,000	...	12,03,723	...	
TOTAL (GUARANTEED AND STATE)	262	18,326	59,94,646	327	19,411	57,21,000	295	2,45,50,681	2,21,82,400	...	23,68,281	...	
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	207	162	30,989	191	162	25,900	160	1,38,196	1,28,000	...	10,196	...	
Tarkessur	278	22	9,254	421	22	6,300	286	44,243	38,600	...	5,643	...	
Southern Punjab (Delhi-Samāsa)	42	400	30,191	75	423	32,200	76	1,17,346	1,20,000	2,654	...	...	
Tapti Valley	...	...	...	...	36	1,900	53	...	7,200	...	...	...	
Metro gauge—													
Brahmaputra-Sultanpur	...	...	...	...	25	800	32	...	3,400	3,400	...	...	
Mymensingh-Jamalpur-Jagannathganj	...	...	...	...	33	1,200	36	...	4,900	4,900	...	...	
Rohilkund and Kumaon (Co.'s sec.)	121	66	10,106	153	66	9,500	144	50,224	39,900	...	10,324	...	
Segowlie-Raxaul	...	...	...	...	18	500	28	...	2,500	2,500	...	...	
Bengal Dooars	149	36	3,153	88	36	3,000	83	11,707	10,600	...	1,107	...	
Dibru-Sadiya	198	78	16,158	207	78	17,900	229	71,417	70,300	...	1,117	...	
Ahmedabad-Parāntij	45	55	5,122	93	55	4,500	82	18,102	15,500	...	2,602	...	
Special gauges—													
Darjeeling-Himalayan	274	51	18,033	354	51	18,000	353	78,213	60,000	...	18,213	...	
Bārsi	125	21	4,001	191	21	3,300	157	17,179	14,200	...	2,979	...	
TOTAL	147	891	1,27,007	143	1,026	1,25,000	122	5,46,627	5,15,100	...	31,527	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonā	26	74	2,333	32	74	4,100	55	10,723	15,400	4,677	...	...	
Bhopal-Ujjain	61	114	9,677	85	114	12,600	111	40,416	51,900	11,484	...	...	
Nagda-Ujjain	60	35	3,466	99	34	2,800	82	13,698	10,700	...	2,998	...	
The Nizam's Guaranteed State	211	334	93,103	279	334	77,800	238	3,75,073	3,02,000	...	73,073	...	
The Gaekwar's Petlād	84	13	1,266	93	13	1,400	108	4,679	5,200	521	...	...	
Rājputra-Bhātinda	122	108	11,701	108	108	9,700	90	51,900	42,400	...	9,500	...	
Kolar Gold-fields	402	10	3,450	345	10	2,200	220	14,923	11,500	...	3,423	...	
Metro gauge—													
Yervantpur-Mysore Frontier section (incldg. M.-Nanjangūd)	84	66	4,782	72	66	3,200	48	21,051	13,300	...	7,751	...	
The Gaekwar's Mehsāna	71	93	8,770	95	93	6,200	67	34,456	27,600	...	6,856	...	
Kolhāpur	57	29	1,935	67	29	2,200	76	7,592	9,500	1,908	...	...	
Special gauges—													
The Gaekwar's Dabhoi	51	79	5,070	64	79	5,100	65	20,285	19,900	...	385	...	
Rajpipla	11	19	140	7	24	900	37	1,089	3,500	2,411	...	...	
Cooch Behar	54	22	1,104	50	34	1,600	47	6,554	6,900	346	...	...	
TOTAL	120	996	1,46,737	147	1,012	1,29,800	128	6,02,439	5,19,800	...	82,639	...	
Lines owned & worked by n. states.													
Metro gauge—													
Bhāvnagar-Gondal-Junāgad-Porbandar	97	334	59,862	179	334	44,900	134	2,23,515	1,78,000	...	45,515	...	
Jetalsar-Rājkot	82	46	4,418	96	46	4,400	96	17,120	17,900	780	...	...	
Jāmnagar	38	54	2,541	47	54	2,400	44	11,166	9,700	...	1,466	...	
Dhānādā	...	...	...	...	21	1,800	86	...	6,800	6,800	...	...	
Jodhpore-Bickaneer	62	364	26,528	73	407	35,500	87	1,12,358	1,46,000	33,642	...	...	
Odeypore-Chitor	38	60	2,633	44	61	3,100	51	10,985	11,600	615	...	...	
Special gauges—													
Morvi	83	94	9,708	103	94	9,600	102	33,312	36,500	3,188	...	...	
TOTAL	75	952	1,05,490	111	1,017	1,01,700	100	4,08,456	4,06,500	...	1,956	...	
GRAND TOTAL													
	243	21,165	63,73,880	301	22,466	60,77,500	271	2,61,08,203	2,36,23,800	...	24,84,403	...	

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rys.

(b) Includes Bezwada-Madras ry.

(c) Closed for traffic owing to floods.

W. J. McELHINNY, Captain, R.E.  
Offy. Under Secy. to the Govt. of India.

SIMLA, the 11th May, 1899.







SUPPLEMENT TO

# The Gazette of India.

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No. 20.

CALCUTTA, SATURDAY, MAY 20, 1899.

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## OFFICIAL PAPERS.

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

IMPORTS OF COTTON, WHEAT, LINSEED, AND INDIGO.

*Statement of the Quantity (in hundredweight) of Cotton, Wheat, Linseed, and Indigo imported by rail and river  
1st January to 31st March 1899, compared with the*

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.
<b>Imports in March.</b>												
<b>COTTON</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	10,122	4,329	7,118	...	...	...	...	...	...	10,122	4,329	7,118
N.-W. P. & Oudh . . .	45,881	23,382	29,277	45,161	42,394	36,846	...	...	...	91,042	65,776	66,121
Panjab . . . . .	10,541	7,508	10,079	12,940	12,403	14,548	69,197	80,923	43,857	83,678	100,834	68,450
Cent. Provs. . . . .	1,574	1,424	1,064	33,037	65,746	73,037	...	...	...	34,611	67,170	74,101
Bombay . . . . .	...	...	...	292,116	309,157	454,739	...	...	...	292,116	309,157	454,739
Sind . . . . .	...	...	...	...	...	...	25,000	24,897	23,715	25,000	24,897	23,715
Madras . . . . .	...	...	...	171	...	700	...	...	...	171	...	700
Berar . . . . .	5,606	21,289	16,018	153,671	244,573	285,136	...	...	...	159,277	265,862	301,154
Assam . . . . .	4,074	2,130	612	...	...	...	...	...	...	4,074	2,130	612
Raj. & C. I. . . . .	5,044	5,695	6,194	127,855	82,630	119,556	...	...	...	132,899	88,325	125,793
Nizam's Terr. . . . .	...	...	...	...	20	1,316	...	...	...	...	20	1,316
Mysore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b> . . . . .	<b>83,442</b>	<b>65,757</b>	<b>70,362</b>	<b>664,951</b>	<b>756,923</b>	<b>985,878</b>	<b>85,197</b>	<b>105,820</b>	<b>67,572</b>	<b>833,590</b>	<b>928,500</b>	<b>1,123,813</b>
<i>By Sea—</i>												
Bengal . . . . .	2,666	4,072	1,551	...	...	...	...	...	...	2,666	4,072	1,551
Bombay . . . . .	3,390	6,921	576	8,068	581	6,897	...	...	...	11,458	7,502	7,431
Sind . . . . .	...	...	...	19,076	12,023	7,259	...	...	...	19,076	12,023	7,259
Madras . . . . .	...	715	1,607	...	...	173	...	...	...	...	715	1,607
Burma . . . . .	830	2,066	4,139	...	...	...	...	...	...	830	2,066	4,139
Non-Br. Ports in India .	...	...	...	153,748	51,691	220,529	...	...	...	153,748	51,691	220,529
Foreign countries . . .	269	267	224	2,880	3,543	85	...	...	...	3,149	3,810	...
<b>TOTAL</b> . . . . .	<b>7,155</b>	<b>14,041</b>	<b>8,097</b>	<b>183,772</b>	<b>67,838</b>	<b>234,943</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>190,927</b>	<b>81,879</b>	<b>243,941</b>
<b>TOTAL OF IMPORTS</b> . .	<b>90,597</b>	<b>79,798</b>	<b>78,459</b>	<b>848,723</b>	<b>824,761</b>	<b>1,220,821</b>	<b>85,197</b>	<b>105,820</b>	<b>67,572</b>	<b>1,024,517</b>	<b>1,010,379</b>	<b>1,367,754</b>
<b>Imports from January to March.</b>												
<b>COTTON</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	26,248	10,774	11,795	...	...	...	...	...	...	26,248	10,774	11,795
N.-W. P. & Oudh . . .	139,037	88,701	143,840	120,973	149,240	180,710	...	...	...	260,010	237,941	324,551
Panjab . . . . .	18,507	20,134	27,137	27,194	49,451	37,958	181,812	211,995	134,020	227,513	281,580	199,101
Cent. Provs. . . . .	9,956	5,342	5,481	147,865	189,030	271,814	...	...	...	157,821	194,372	277,601
Bombay . . . . .	...	...	...	809,538	814,523	1,200,186	...	...	...	809,538	814,523	1,200,186
Sind . . . . .	...	...	...	...	...	...	62,885	60,524	92,860	62,885	60,524	92,860
Madras . . . . .	...	...	...	171	...	2,806	...	...	...	171	...	2,806
Berar . . . . .	22,510	44,898	47,633	569,537	718,694	1,059,011	...	...	...	592,047	763,592	1,100,601
Assam . . . . .	7,486	4,255	612	...	...	...	...	...	...	7,486	4,255	612
Raj. & C. I. . . . .	13,371	11,068	17,973	293,415	168,915	304,429	...	...	...	306,786	179,983	322,401
Nizam's Terr. . . . .	...	...	...	...	20	2,450	...	...	...	...	20	2,450
Mysore . . . . .	...	...	...	90	...	...	...	...	...	90	...	...
<b>TOTAL</b> . . . . .	<b>237,115</b>	<b>185,172</b>	<b>254,401</b>	<b>1,968,783</b>	<b>2,089,873</b>	<b>3,059,364</b>	<b>244,697</b>	<b>272,519</b>	<b>226,880</b>	<b>2,450,595</b>	<b>2,547,564</b>	<b>3,540,561</b>
<i>By Sea—</i>												
Bengal . . . . .	4,726	7,583	4,683	...	...	...	...	...	...	4,726	7,583	4,683
Bombay . . . . .	22,767	14,520	11,820	8,884	1,778	11,056	...	...	...	31,051	16,208	22,767
Sind . . . . .	...	...	...	24,622	33,478	8,722	...	...	...	24,622	33,478	8,722
Madras . . . . .	...	2,186	9,357	1	283	1,514	...	...	...	1	2,469	10,771
Burma . . . . .	1,370	4,560	15,326	...	...	17	...	...	...	1,370	4,560	15,326
Non-Br. Ports in India .	...	...	...	233,931	81,029	485,460	...	...	...	233,931	81,029	485,460
Foreign countries . . .	392	722	235	13,620	15,090	6,281	...	...	...	14,012	15,812	6,281
<b>TOTAL</b> . . . . .	<b>29,255</b>	<b>29,571</b>	<b>41,321</b>	<b>281,058</b>	<b>131,658</b>	<b>513,050</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>310,313</b>	<b>161,229</b>	<b>556,391</b>
<b>TOTAL OF IMPORTS</b> . .	<b>266,370</b>	<b>214,743</b>	<b>295,722</b>	<b>2,249,841</b>	<b>2,221,531</b>	<b>3,572,414</b>	<b>244,697</b>	<b>272,519</b>	<b>226,880</b>	<b>2,760,908</b>	<b>2,708,793</b>	<b>4,096,952</b>



and by sea into Calcutta, the City of Bombay, and Karachi, during the month of March 1899, and from corresponding periods of the years 1897 and 1898.

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.
<b>Imports in March.</b>												
<b>WHEAT</b>												
<i>By Rail and River—</i>												
Bengal	21,742	6,187	20,516	...	...	...	...	...	...	21,742	6,187	20,516
N.-W. P. & Oudh	21,934	197,169	126,942	7	44,677	33,166	...	11,625	10,183	21,941	253,471	170,291
Panjab	...	514	267	...	5,723	21,973	7,237	438,087	134,479	7,237	444,320	150,719
Cent. Provs.	7,552	...	...	2,387	47,573	63,479	...	...	...	9,939	47,573	63,479
Bombay	...	...	...	14,392	219,975	371,382	...	...	...	14,392	219,975	371,382
Sind	...	...	...	...	...	...	...	...	...	...	...	...
Madras	...	...	...	...	9	...	14,631	65,581	74,598	14,631	65,581	74,598
Berar	...	...	...	...	796	76	...	...	...	...	796	76
Assam	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I.	...	...	...	5,770	5,907	6,229	...	...	...	5,770	5,907	6,229
Nizam's Terr.	...	...	...	27	375	9,945	...	...	...	27	375	9,945
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>51,228</b>	<b>203,870</b>	<b>147,725</b>	<b>22,583</b>	<b>325,040</b>	<b>506,250</b>	<b>21,863</b>	<b>516,293</b>	<b>219,260</b>	<b>95,679</b>	<b>1,045,203</b>	<b>873,235</b>
<i>By Sea—</i>												
Bengal	...	...	37	2	...	...	...	...	...	2	...	37
Bombay	...	...	...	1,217	3,754	2,614	...	...	...	1,217	3,754	2,614
Sind	...	...	...	24,011	57,666	78,971	...	...	...	24,011	57,666	78,971
Madras	...	...	...	...	...	120	...	...	...	...	...	120
Burma	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India	...	5	...	...	...	...	...	...	...	...	5	...
Foreign countries	...	...	...	1,636	49,938	103,020	...	385	...	1,636	50,323	103,020
<b>TOTAL</b>	<b>...</b>	<b>5</b>	<b>37</b>	<b>29,158</b>	<b>111,359</b>	<b>184,725</b>	<b>...</b>	<b>385</b>	<b>...</b>	<b>29,158</b>	<b>111,749</b>	<b>184,762</b>
<b>TOTAL OF IMPORTS</b>	<b>51,228</b>	<b>203,875</b>	<b>147,762</b>	<b>51,741</b>	<b>436,399</b>	<b>690,975</b>	<b>21,868</b>	<b>516,678</b>	<b>219,260</b>	<b>124,837</b>	<b>1,156,952</b>	<b>1,057,997</b>

## Imports from January to March.

<b>WHEAT</b>												
<i>By Rail and River—</i>												
Bengal	43,040	15,201	109,756	...	...	6	...	...	...	43,040	15,201	109,762
N.-W. P. & Oudh	51,032	494,402	506,140	7	60,026	95,672	...	11,625	69,289	51,039	566,113	731,101
Panjab	1,104	6,429	1,636	...	14,359	82,821	30,818	827,772	875,311	32,012	848,560	959,768
Cent. Provs.	26,854	67	...	13,764	53,171	91,374	...	...	...	40,618	53,238	91,374
Bombay	...	...	...	49,191	279,585	504,013	...	...	...	49,191	279,585	504,013
Sind	...	...	...	...	...	...	...	...	...	...	...	...
Madras	...	...	...	...	...	...	51,523	235,632	265,192	51,523	235,632	265,192
Berar	...	...	...	...	27	...	...	...	...	...	27	...
Assam	...	...	...	150	796	76	...	...	...	150	796	76
Raj. & C. I.	...	...	...	...	...	...	...	...	...	...	...	...
Nizam's Terr.	277	...	...	18,138	13,702	32,056	...	...	2	18,415	13,702	32,058
Mysore	...	...	...	27	375	10,032	...	...	...	27	375	10,032
<b>TOTAL</b>	<b>122,997</b>	<b>516,159</b>	<b>677,532</b>	<b>81,277</b>	<b>422,041</b>	<b>876,050</b>	<b>82,341</b>	<b>1,075,029</b>	<b>1,209,794</b>	<b>286,615</b>	<b>2,013,229</b>	<b>2,793,376</b>
<i>By Sea—</i>												
Bengal	...	...	37	9	15	...	...	...	...	9	15	37
Bombay	...	...	...	1,217	3,758	8,025	...	...	...	1,217	3,760	8,025
Sind	...	...	...	93,213	204,657	108,628	...	2	...	93,213	204,657	108,628
Madras	...	...	...	...	...	120	...	...	...	...	...	120
Burma	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India	...	5	...	...	...	...	...	...	...	...	5	...
Foreign countries	82,152	...	...	1,664	50,008	138,753	...	385	...	1,664	50,393	138,753
<b>TOTAL</b>	<b>82,152</b>	<b>5</b>	<b>37</b>	<b>104,941</b>	<b>258,461</b>	<b>255,529</b>	<b>1,067</b>	<b>387</b>	<b>...</b>	<b>188,160</b>	<b>258,853</b>	<b>255,566</b>
<b>TOTAL OF IMPORTS</b>	<b>205,149</b>	<b>516,164</b>	<b>677,569</b>	<b>186,218</b>	<b>680,502</b>	<b>1,131,579</b>	<b>83,408</b>	<b>1,075,416</b>	<b>1,209,794</b>	<b>474,775</b>	<b>2,272,082</b>	<b>3,018,942</b>

Statement of the Quantity (in hundredweight) of Cotton, Wheat, Linseed, and Indigo imported by rail and river  
1st January to 31st March 1899, compared with the

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.
<b>Imports in March.</b>												
<b>LINSEED</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	62,668	158,679	191,755	...	...	...	...	...	...	62,668	158,679	191,755
N.-W. P. & Oudh . . . .	7,068	34,436	57,398	...	711	2,666	...	...	...	7,068	35,147	60,064
Panjab . . . . .	...	...	...	...	...	...	...	...	9	...	...	9
Cent. Provs. . . . .	946	21,683	27,906	8,369	60,298	111,552	...	...	...	9,315	81,981	139,458
Bombay . . . . .	...	...	...	5,208	131,625	146,212	...	...	...	5,208	131,625	146,212
Sind . . . . .	...	...	...	...	...	...	18	...	...	18	...	...
Madras . . . . .	...	...	...	...	8,620	12,186	...	...	...	...	8,620	12,186
Berar . . . . .	...	...	...	1,588	80,792	26,206	...	...	...	1,588	80,792	26,206
Assam . . . . .	25	267	...	...	...	...	...	...	...	25	267	...
Raj. & C. I. . . . .	7	12,195	6,483	2,287	7,125	23,283	...	...	...	2,294	19,320	29,766
Nizam's Terr. . . . .	...	...	...	4,030	38,250	45,783	...	...	...	4,030	38,250	45,783
Mysore . . . . .	...	...	...	...	...	121	...	...	...	...	...	121
<b>TOTAL</b>	<b>70,714</b>	<b>227,260</b>	<b>283,542</b>	<b>22,082</b>	<b>327,421</b>	<b>368,009</b>	<b>18</b>	<b>...</b>	<b>9</b>	<b>92,814</b>	<b>554,681</b>	<b>651,859</b>
<i>By Sea—</i>												
Bengal . . . . .	...	...	...	...	...	3	...	...	...	...	...	...
Bombay . . . . .	...	...	...	808	65	99	...	...	...	808	65	99
Sind . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Madras . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Burma . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India . .	...	...	...	...	70	14,479	...	...	...	...	70	14,479
Foreign countries . . . .	...	...	...	4,053	9	4	...	...	...	4,053	9	4
<b>TOTAL</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>4,861</b>	<b>144</b>	<b>14,585</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>4,861</b>	<b>144</b>	<b>14,585</b>
<b>TOTAL OF IMPORTS</b>	<b>70,714</b>	<b>227,260</b>	<b>283,542</b>	<b>26,943</b>	<b>327,565</b>	<b>382,594</b>	<b>18</b>	<b>...</b>	<b>9</b>	<b>97,675</b>	<b>554,825</b>	<b>666,445</b>
<b>Imports from January to March.</b>												
<b>LINSEED</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	149,332	365,182	423,335	...	...	...	...	...	...	149,332	365,182	423,335
N.-W. P. & Oudh . . . .	24,453	86,240	165,972	25	2,177	6,510	...	...	...	24,478	88,417	172,489
Panjab . . . . .	...	...	...	...	...	...	...	...	451	...	...	451
Cent. Provs. . . . .	1,379	23,573	34,956	12,911	91,841	170,586	...	...	...	14,290	115,414	205,543
Bombay . . . . .	...	...	...	19,230	219,341	301,378	...	...	...	19,230	219,341	301,378
Sind . . . . .	...	...	...	...	...	...	18	...	...	18	...	...
Madras . . . . .	...	...	...	...	13,118	18,549	...	...	...	...	13,118	18,549
Berar . . . . .	...	...	...	4,980	133,401	72,185	...	...	...	4,980	133,401	72,185
Assam . . . . .	463	267	415	...	...	...	...	...	...	463	267	415
Raj. & C. I. . . . .	7	12,195	7,479	3,180	11,683	36,622	...	...	...	3,187	23,878	44,169
Nizam's Terr. . . . .	...	...	...	13,953	73,867	125,123	...	...	...	13,953	73,867	125,123
Mysore . . . . .	...	...	...	...	...	125	...	...	...	...	...	125
<b>TOTAL</b>	<b>175,634</b>	<b>487,457</b>	<b>632,157</b>	<b>54,279</b>	<b>545,428</b>	<b>731,078</b>	<b>18</b>	<b>...</b>	<b>451</b>	<b>229,931</b>	<b>1,032,885</b>	<b>1,263,689</b>
<i>By Sea—</i>												
Bengal . . . . .	...	...	48	...	...	3	...	...	...	...	...	...
Bombay . . . . .	...	...	...	808	83	1,030	...	12	...	808	95	1,030
Sind . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Madras . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Burma . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India . .	...	...	...	...	126	19,240	...	...	...	...	126	19,240
Foreign countries . . . .	...	...	...	4,188	844	384	...	...	4	4,188	844	384
<b>TOTAL</b>	<b>...</b>	<b>...</b>	<b>48</b>	<b>4,996</b>	<b>1,053</b>	<b>20,657</b>	<b>...</b>	<b>12</b>	<b>4</b>	<b>4,996</b>	<b>1,005</b>	<b>20,700</b>
<b>TOTAL OF IMPORTS</b>	<b>175,634</b>	<b>487,457</b>	<b>632,205</b>	<b>59,275</b>	<b>546,481</b>	<b>751,735</b>	<b>18</b>	<b>12</b>	<b>455</b>	<b>234,927</b>	<b>1,033,950</b>	<b>1,284,389</b>



and by sea into Calcutta, the City of Bombay, and Karachi, during the month of March 1899, and from corresponding periods of the years 1897 and 1898—contd.

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.
<b>Imports in March.</b>												
<b>INDIGO</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	32	300	947	...	...	...	...	...	...	32	300	947
N.-W. P. & Oudh . . .	87	40	71	...	...	2	...	...	...	87	42	71
Panjab . . . . .	...	...	...	5	...	...	70	779	950	75	779	950
Cent. Provs. . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bombay . . . . .	...	...	...	43	93	194	...	...	...	43	93	194
Sind . . . . .	...	...	...	...	...	...	205	301	663	205	301	663
Madras . . . . .	...	...	...	15	...	29	...	...	...	15	...	29
Beitar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Assam . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I. . . . .	...	...	...	7	...	42	...	...	...	7	...	42
Nizam's Terr. . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Mysore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b> . . . . .	119	340	1,018	70	95	265	275	1,080	1,613	464	1,515	2,896
<i>By Sea—</i>												
Bengal . . . . .	...	...	...	...	10	19	...	...	...	...	10	19
Bombay . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Sind . . . . .	...	...	...	59	148	375	...	...	...	59	148	375
Madras . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Burma . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India	...	...	...	...	...	...	...	...	...	...	...	...
Foreign countries . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b> . . . . .	...	...	...	59	158	394	...	...	...	59	158	394
<b>TOTAL OF IMPORTS</b> . .	119	340	1,018	129	253	659	275	1,080	1,613	523	1,673	3,290

## Imports from January to March.

<b>INDIGO</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	15,841	8,333	16,682	...	...	...	...	...	...	15,841	8,333	16,682
N.-W. P. & Oudh . . .	2,843	4,375	2,422	...	...	2	...	...	...	2,843	4,375	2,422
Panjab . . . . .	308	...	...	5	...	...	138	1,420	2,112	451	1,420	2,112
Cent. Provs. . . . .	...	...	...	147	671	426	...	...	...	147	671	426
Bombay . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Sind . . . . .	...	...	...	...	...	...	705	1,029	1,166	705	1,029	1,166
Madras . . . . .	...	...	...	15	152	224	...	...	...	15	152	224
Beitar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Assam . . . . .	...	...	1	...	...	...	...	...	...	...	...	...
Raj. & C. I. . . . .	...	...	...	32	160	56	...	...	...	32	160	56
Nizam's Terr. . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Mysore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b> . . . . .	18,993	12,658	19,105	199	985	730	903	2,449	3,278	20,095	16,092	23,113
<i>By Sea—</i>												
Bengal . . . . .	...	30	...	...	20	82	...	...	...	...	50	82
Bombay . . . . .	...	...	...	69	784	844	...	...	...	166	...	...
Sind . . . . .	...	...	...	...	35	...	...	...	...	69	784	844
Madras . . . . .	...	5	...	...	...	...	...	...	...	...	40	...
Burma . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India	...	...	...	...	...	...	...	...	3	...	...	3
Foreign countries . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b> . . . . .	...	35	...	69	839	926	166	...	3	235	874	929
<b>TOTAL OF IMPORTS</b> . .	18,993	12,693	19,105	268	1,824	1,656	1,069	2,449	3,281	20,330	16,966	24,042

J. E. O'CONOR,  
Director-General of Statistics.

M. FINUCANE,  
Offg. Secretary to the Government of India.

Calcutta, the 20th May 1899.

GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

*Total Gross and Net Indian Sea and Land Customs Revenue (excluding Salt Revenue).*  
[In thousands of Rupees]

	IN THE MONTH OF APRIL									
	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
<b>IMPORTS (GROSS REVENUE)</b>										
Arms, Ammunition, and Military Stores . . . . .	27	35	23	21	22	27	31	35	19	17
Liquors:										
Spirit . . . . .	4.49	4.68	5.20	4.56	4.35	5.53	5.11	4.88	5.29	5.84
Other liquors . . . . .	61	80	53	62	49	64	53	56	47	53
Apparel, including haberdashery and millinery . . . . .	—	—	—	—	56	54	60	41	41	48
Chemical products and preparations . . . . .	—	—	—	—	25	23	23	26	21	20
Cotton manufactures:										
Twist and yarn . . . . .	—	—	—	—	—	1.26	—	—	—	—
Piece goods, grey . . . . .	—	—	—	—	—	4.67	4.32	3.59	3.93	4.69
" white . . . . .	—	—	—	—	—	1.83	1.59	1.61	1.70	2.05
" coloured . . . . .	—	—	—	—	—	1.51	1.72	1.06	1.52	2.13
Other goods . . . . .	—	—	—	—	—	20	8	9	9	13
Drugs, medicines, and narcotics . . . . .	—	—	—	—	31	28	31	33	27	31
Dyeing and tanning materials . . . . .	—	—	—	—	24	33	40	32	35	41
Glass and glassware . . . . .	—	—	—	—	29	31	40	24	30	38
Hardware and cutlery . . . . .	—	—	—	—	65	65	61	62	63	68
Metals:										
Copper . . . . .	—	—	—	—	37	56	78	40	27	24
Iron and steel . . . . .	—	—	—	—	30	39	36	37	35	36
Silver . . . . .	—	—	—	—	2.65	2.16	2.30	4.35	4.48	3.14
Tin . . . . .	—	—	—	—	10	10	13	11	10	5
Other metals . . . . .	—	—	—	—	55	31	27	15	24	15
Oils: Petroleum . . . . .	1.85	1.88	1.39	1.68	1.85	3.58	3.17	4.60	3.30	3.82
Paints and colours . . . . .	—	—	—	—	17	13	16	15	16	20
Paper . . . . .	—	—	—	—	19	20	21	13	18	22
Provisions . . . . .	—	—	—	—	36	68	71	61	53	62
Silk, raw and manufactured . . . . .	—	—	—	—	88	90	1.12	57	49	63
Spices . . . . .	—	—	—	—	28	27	32	34	35	46
Stationery . . . . .	—	—	—	—	14	12	13	10	10	13
Sugar . . . . .	—	—	—	—	1.42	1.95	1.16	1.65	1.64	95
Tea . . . . .	—	—	—	—	17	14	20	8	4	4
Umbrellas . . . . .	—	—	—	—	31	17	17	17	15	16
Wood and timber . . . . .	—	—	—	—	8	14	10	10	5	7
Woollen goods . . . . .	—	—	—	—	32	27	31	34	32	42
Imports by post . . . . .	...	...	...	...	13	10	12	11	14	14
All other articles . . . . .	...	...	...	...	1.71	2.07	1.87	1.73	1.82	1.86
<b>TOTAL</b> . . . . .	<b>7.22</b>	<b>7.71</b>	<b>7.35</b>	<b>7.07</b>	<b>19.34</b>	<b>32.49</b>	<b>29.80</b>	<b>30.41</b>	<b>30.12</b>	<b>31.66</b>
<b>EXPORTS (GROSS REVENUE)</b>										
Rice and rice-flour . . . . .	9.38	9.93	7.00	8.50	8.99	10.46	8.98	5.42	11.23	10.25
<b>TOTAL GROSS REVENUE</b> . . . . .	<b>16.60</b>	<b>17.64</b>	<b>14.35</b>	<b>15.57</b>	<b>28.33</b>	<b>42.95</b>	<b>38.78</b>	<b>35.83</b>	<b>41.35</b>	<b>41.91</b>
<b>TOTAL NET REVENUE</b> . . . . .	<b>16.23</b>	<b>17.09</b>	<b>14.01</b>	<b>14.99</b>	<b>27.84</b>	<b>42.06</b>	<b>37.92</b>	<b>35.03</b>	<b>40.62</b>	<b>41.13</b>
<b>Provincial distribution of Net Customs Revenue</b>										
Bengal . . . . .	1.77	2.14	2.13	1.64	4.99	9.79	9.82	10.99	11.03	11.81
{ Import . . . . .	1.19	1.34	1.33	1.12	1.31	2.08	1.59	92	1.98	1.64
{ Export . . . . .	2.79	2.54	2.55	2.67	9.41	13.28	12.61	12.12	12.31	11.65
Bombay . . . . .	28	21	24	29	27	33	50	33	54	22
{ Import . . . . .	68	70	51	87	1.49	2.22	2.11	1.96	1.98	2.23
{ Export . . . . .	15	13	11	7	9	11	7	13	26	13
Madras . . . . .	1.15	1.30	88	79	1.99	3.58	2.01	2.36	1.93	2.05
{ Import . . . . .	37	34	33	48	63	52	64	97	40	62
{ Export . . . . .	68	83	1.12	89	1.12	2.90	2.55	2.54	2.43	2.80
Burma . . . . .	7.17	7.56	4.81	6.17	6.54	7.25	6.02	2.71	7.76	7.33



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## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on  
Saturday, May 13th, 1899.

A very marked change of weather has occurred over India during the week under review. During the first three days of the week strongly marked hot weather conditions prevailed over Northern India with dry westerly winds, a high temperature and no rain beyond one or two local thundershowers. On Wednesday, 10th May, the weather changed. Pressure became lowest in the north-west, and a tongue of relatively low pressure extended south-eastward down the Gangetic Plain. At the same time pressure rose steadily over North-East India and Burma. Hence during the remainder of the week the general conditions were such as ordinarily prevail in June instead of in May; south-easterly and easterly winds were blowing across Bengal and up the North Gangetic Plain, while westerly winds prevailed over Central and Southern India. The easterly wind occasioned a certain amount of rainfall over Burma, Bengal and the North-West Himalayas, while the westerly wind was dry. With the occurrence of rain the temperature fell, and the heat at the close of the week was much less than usual over Bengal and slightly less than usual in Burma.

**Daily Summary.**—*Sunday, May 7th.*—The barometer was falling everywhere—most in the north. Pressure was lowest in North Bihar, and moderate gradients prevailed over Northern India, while over the Peninsula pressure was high and uniform. The wind was northerly on the west and southerly on the east coast of the Peninsula and generally westerly elsewhere. The weather was slightly cloudy in places, and dust and thunder storms had occasioned some local rainfall. At Sibsagar over 3 inches had been received, but in general the amounts were moderate or small. The weather was slightly cooler than usual over Sind, Rajputana, part of the Central Provinces and the east of the Peninsula, but was hotter than usual elsewhere, the excess being very large in Bengal.

*Monday, May 8th.*—Pressure had increased over Burma and North-East India and decreased elsewhere. The general conditions of pressure were the same as on the preceding day, but the differences were smaller. The winds were practically unchanged. Sibsagar again reported a moderate shower of rain, but the few local falls which were received in other parts of the country were quite unimportant. The temperature conditions were the same as on the 7th. The heat was very excessive in Bengal.

*Tuesday, May 9th.*—The barometer had fallen a little at some north-western stations, but had risen elsewhere, the change having been brisk to large in places. The area of lowest pressure was reported from North-West India, and an arm or trough of relatively low pressure was developing over the Gangetic Plain. Variable winds and calms were reported from North-West India and the Gangetic Plain and south-easterly to easterly winds in Burma and East Bengal, but elsewhere there had been but little change. There was more cloud than of late, and showers, generally, however, of small amount were reported from parts of North-Western, North-Eastern and Central India. The mean temperature had risen over North-West India, and practically the only place



where the heat was less than usual was the east of the Peninsula. In the extreme north-west and extreme north-east of India the excess was large to very large.

*Wednesday, May 10th.*—Pressure had been steady or had risen slightly over Burma, North-East India and the west and centre of the Peninsula, but elsewhere it had fallen—more especially at the foot of the North-West Himalayas. Pressure was lowest near Sialkot, and the south-easterly and easterly winds noticed in Bengal on the 9th had suddenly extended north-westward along the line of the hills as far as the East Punjab. Elsewhere the wind changes were unimportant. The weather was cloudy to overcast over Burma, North-East India and the west of the Peninsula, and fairly general rain had been received over Burma, Assam and Bengal and scattered showers over the Kashmir Himalayas and parts of the west and centre of the Peninsula and of the Central Provinces. The weather relatively to the normal was cool in parts of Burma, Madras, the Central Provinces and Gujarat, but was more or less hotter than usual elsewhere. The excess was large to very large over the Punjab and the North Gangetic Plain.

*Thursday, May 11th.*—The barometer had fallen. There had been no important change in the general conditions of pressure. Readings were lowest over the Punjab whence an arm of low pressure passed south-eastward down the Gangetic Plain as far as Allahabad and Sutna. To the north and east of this arm the wind was south-easterly and easterly, and elsewhere blew from between south-west and north-west. The sky had become more cloudy over Northern India, and rain had been received over Burma, East and West Bengal, Orissa, the North-West Himalayas and parts of the Peninsula. Temperature was lower than usual over Burma, Deltaic and South-West Bengal and the Bombay Deccan, but was more or less excessive elsewhere. In the Punjab the excess was very large.

*Friday, May 12th.*—The barometric changes had been slight. Pressure was lowest over the West Punjab, with the usual arm of low pressure over the Gangetic Plain and was highest in Burma. The winds were practically unaltered and were strongly easterly over Northern India. There was a good deal of cloud. There had been fairly general rain over Burma and light scattered rain over Sikhim, Bihar, the North-West Himalayas, the west and the south of the Peninsula and one or two central districts.

*Saturday, May 13th.*—Pressure had risen almost everywhere. The change had been brisk to rapid in the north, so that the arm of low pressure had been transferred southward, but in other respects there had not been much change. South-easterly to easterly winds continued over the greater part of Northern India and northerly through westerly to southerly winds over the Peninsula, but in parts of Deltaic Bengal and of Orissa there were, owing to a small depression at the head of the Bay, some northerly winds. There was a good deal of cloud over Burma, North-East India and the North-West Himalayas, where also rain had been fairly general and moderately heavy in places. Temperature had decreased except over some central and southern districts. The heat was much more than usual over parts of North-Western and Central India and much less than usual over parts of Bengal and of Burma.

**Temperature.**—The past week has been one of large changes of temperature and of large variations from the normal conditions. At the commencement of the week, when hot, dry, westerly winds were blowing down the Gangetic Plain, the heat was excessive over Bihar and Bengal, while in parts of North-West India the weather was cooler than usual. Later in the week, when rain was falling over North-East India, the mean temperature fell to largely below the average over parts of Bengal, while, on the contrary, over North-West India the heat was very excessive.

The following table gives the mean temperature variation data for the week :

PROVINCE.	MAY 1899.							Mean variation of week.
	7th	8th	9th	10th	11th	12th	13th	
Burma . . . . .	+0.9	+2.8	+3.6	-0.2	-0.6	-2.2	-1.9	+0.3
Assam . . . . .	+4.6	+4.4	+3.3	+3.7	+3.1	+5.3	+1.8	+3.7
Bengal . . . . .	+8.5	+9.1	+8.4	+3.0	+0.4	+2.7	-0.8	+4.5
Orissa . . . . .	+5.1	+4.3	+4.9	+2.8	-3.1	-0.3	-5.8	+1.1
Bihar . . . . .	+8.8	+9.0	+8.4	+6.2	+3.8	+3.9	-6.3	+4.8
Chota Nagpur . . . . .	+6.7	+7.2	+7.2	+5.6	+0.5	+0.4	-8.3	+2.8
N.-W. P. and Oudh . . . . .	+4.1	+5.1	+4.1	+6.0	+9.2	+4.9	+0.8	+4.9
Punjab . . . . .	+2.8	+3.6	+5.5	+9.3	+11.5	+9.8	+7.6	+7.2
Sind . . . . .	-3.0	-0.1	+2.8	+4.0	+5.1	+6.0	+4.6	+2.8
Rajputana . . . . .	-0.9	-1.2	+1.7	+4.5	+6.5	+7.1	+6.1	+3.4
Gujarat . . . . .	-2.0	-0.7	+1.0	+1.2	+0.1	+1.5	+0.1	+0.2
Central India . . . . .	+0.3	+1.1	+2.0	+3.1	+4.7	+5.3	+3.4	+2.8
Central Provinces . . . . .	+0.7	+1.4	+1.9	-0.1	+2.6	+3.0	+4.3	+2.0
Berar . . . . .	+0.7	+0.4	+1.6	+0.7	+2.3	+3.0	+3.8	+1.8
West Coast . . . . .	+0.1	+0.4	+1.9	+1.5	+1.4	+0.7	+1.0	+1.0
Bombay Deccan . . . . .	+0.2	+1.3	+3.7	+2.4	-0.4	-0.3	+1.0	+1.1
Mysore . . . . .	-0.9	-1.4	+0.1	+1.0	+1.9	+0.4	-0.8	0
Madras Coast . . . . .	-0.7	-1.7	-1.2	+0.9	+2.5	+0.8	-1.2	-0.1
Madras Deccan . . . . .	-0.6	-0.5	+0.7	+1.7	+0.6	+2.5	+3.3	+1.1
South India . . . . .	-2.0	-1.0	-0.9	-0.7	+0.9	+1.3	+1.4	-0.1
Mean for whole of India . . . . .	+1.7	+2.2	+3.0	+2.8	+2.7	+2.8	+0.7	+2.3

The mean temperature of the whole country for each day of the week and for the whole week exceeded the normal. The excess was least (only 0.7°) on the 13th and was greatest (as much as 3°) on the 9th. The provincial variations show that in the case of Burma, Gujarat, Mysore, the Madras Coast and South India the heat for the week was about normal, but that in the case of all the remaining provinces the heat was excessive—more particularly so in the Punjab.

The following were the highest maxima reported on each day :

May 7th . . . . .	110.5°	at Burdwan.
„ 8th . . . . .	112.0°	„ Do.
„ 9th . . . . .	113.2°	„ Jacobabad.
„ 10th . . . . .	117.1°	„ Do.
„ 11th . . . . .	119.5°	„ Do.
„ 12th . . . . .	119.5°	„ Do.
„ 13th . . . . .	120.0°	„ Do.

**Rain.**—As mentioned above, ordinary hot weather conditions prevailed over the greater part of India during the early part of the week under review, and during the continuance of those conditions the only rainfall received was that which fell during the few scattered dust and thunder storms which were experienced in different parts of the country. Subsequently the weather changed. Pressure became low in North-West India and within a band which stretched east-south-east and west-north-west across Northern India. To the northward and eastward of this band south-easterly and easterly winds set in, and the weather became much damper and more rainy, while to the southward where westerly winds still held the thundershowers became more frequent and heavier. The rainfall returns show that the greater part of the rain fell on the following dates: in Burma between the 11th and 13th; in Assam between the 7th and



10th; in Bengal on the 10th and 11th and again on the 13th; on the North-West Himalayas between the 11th and 13th; in the west of the Peninsula between the 10th and 13th; in the central districts of India between the 7th and 10th; and in North Madras on the 13th.

The rainfall table at the close of the summary shows that, with the exception of twenty-four divisions, *vis.*, North and South Oudh, the east, central, west and west submontane divisions of the North-West Provinces; the south-east, south, submontane, north and west divisions of the Punjab; the three divisions of the Central Provinces; Gujarat; Kathiawar; Sind; the divisions of Central India and of Rajputana; the central and south divisions of Madras and the central and south divisions of the east coast, in all of which the week's rainfall has been actually or practically *nil*, good rain has fallen throughout the country. The average actual falls range from 2.96 inches in Arakan, 2.61 inches in the Bengal Hills, 2.32 inches in the Surma division of Assam, 2.22 inches in Orissa and 2.04 inches in the Brahmaputra division of Assam, to 0.16 inch in the Konkan, 0.18 inch in the south division of Hyderabad and to 0.19 inch in Berar. The third column of the table shows that in the majority of the divisions the week's rainfall has been lighter than usual, but in the Burma divisions, the Bengal Hills, the south-west and west divisions of Bengal, the east submontane division of the North-West Provinces, the central division of the Punjab, Mysore, the Konkan, the Bombay Deccan, Khandesh, Berar, Baluchistan and the north divisions of the east coast the fall has been heavier than usual, the principal cases of excess being about 1 inch in Central Burma, Arakan and Orissa and about  $\frac{3}{4}$  inch in Bihar, Bengal Hills, the Bombay Deccan and Baluchistan. In all the remaining parts of India the rainfall has been short of the normal, the principal cases of deficiency being 3.40 inches in the Assam Hills, 2.01 inches in the Surma division of Assam and 1.23 inch in East Bengal. With a few exceptions, there was no very heavy rainfall during the week in any part of the country.

The following were the principal large totals recorded at individual stations during the week:

Burma	Zalun, Henzada	6.10 inches.
	Magôk	3.96 "
	Kyaukpyu	6.34 "
Assam	Sunamgunj, Sylhet	8.12 "
Bengal	Bhola, Bakergunj	3.86 "
	Alipurduar, Jalpaiguri	4.44 "
Bihar	Muzaffarpur	8.08 "
Mysore	Kolar	2.48 "
Deccan	Khanapur, Belgaum	11.93 "

The three concluding columns of the table show that the total rainfall for the period February 26th to May 13th has been short of the normal over the greater part of Upper India as well as over some central districts, but has been heavier than usual elsewhere—more particularly so over parts of the Peninsula.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING MAY 13TH, 1899.			RAINFALL DATA FROM FEBRUARY 26TH TO MAY 13TH, 1899.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in Inches.	Average actual rainfall of season to date.	Average normal rainfall, February 26th to May 13th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim	1.85	1.66	+ 0.19	7.69	6.65	+ 16
	2. Lower Burma Deltaic.	1.15	1.10	+ 0.05	7.74	3.07	+ 152
	3. Central do.	1.62	0.61	+ 1.01	3.66	1.89	+ 94
	4. Upper do.	1.48	1.20	+ 0.28	4.29	3.77	+ 14
	5. Arakan	2.96	1.97	+ 0.99	6.78	5.22	+ 30
BENGAL AND ASSAM	6. Eastern Bengal	1.24	2.47	- 1.23	9.67	11.33	- 15
	7. Assam Surma	2.32	4.33	- 2.01	26.10	30.96	- 16
	8. Do. Hills	0.55	3.95	- 3.40	19.06	20.96	- 9
	9. Do. Brahmaputra	2.04	2.56	- 0.52	15.75	16.03	- 2
	10. Deltaic Bengal	1.43	1.68	- 0.25	6.57	7.51	- 13
	11. Central do.	1.03	1.20	- 0.17	3.44	4.53	- 24
	12. North do.	1.08	1.76	- 0.68	7.07	7.95	- 11
	13. Bengal Hills	2.61	1.94	+ 0.67	12.84	10.40	+ 23
	14. Orissa	2.22	1.03	+ 1.19	6.37	3.76	+ 69
	15. Chota Nagpur	1.17	0.68	+ 0.49	3.60	2.53	+ 42
	16. South Bihar	1.19	0.37	+ 0.82	2.07	1.22	+ 70
	17. North do.	1.49	0.77	+ 0.72	3.36	2.39	+ 41
NORTH-WESTERN PROVINCES AND OUDH.	18. N.-W. P. East	0	0.21	- 0.21	0.54	0.62	- 13
	19. South Oudh	0	0.18	- 0.18	0.34	0.67	- 49
	20. North do.	0	0.31	- 0.31	0.54	0.99	- 45
	21. N.-W. P. Central	0.01	0.14	- 0.13	0.33	0.56	- 41
	22. Do. West	0.05	0.13	- 0.08	0.35	0.80	- 56
	23. Do. East Submontane	0.51	0.38	+ 0.13	1.53	1.05	+ 46
	24. Do. West do.	0.06	0.24	- 0.18	0.59	1.61	- 63
	25. Do. Hills	0.36	0.70	- 0.34	2.36	4.91	- 52
PUNJAB	26. South-East Punjab	0.06	0.15	- 0.09	0.39	0.98	- 60
	27. South do.	0.02	0.12	- 0.10	0.26	1.07	- 76
	28. Central do.	0.35	0.23	+ 0.12	1.24	2.11	- 41
	29. Punjab Submontane	0.05	0.18	- 0.13	0.60	2.05	- 71
	30. Do. Hills	0.41	0.48	- 0.07	1.46	5.22	- 72
	31. North Punjab	0.09	0.38	- 0.29	2.47	4.53	- 45
	32. West do.	0.02	0.11	- 0.09	0.29	1.12	- 74
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	33. Malabar	0.24	0.73	- 0.49	11.49	5.29	+ 117
	34. Madras South-Central	0.30	0.76	- 0.46	7.15	4.60	+ 55
	35. Coorg	1.07	1.30	- 0.23	7.47	5.47	+ 37
	36. Mysore	0.67	0.58	+ 0.09	5.48	2.60	+ 104
	37. Konkan	0.16	0.12	+ 0.04	3.69	0.42	+ 779
	38. Bombay Deccan	0.92	0.23	+ 0.69	2.92	1.38	+ 112
	39. Hyderabad North	...	...	...	...	...	...
	40. Khandesh	0.23	0.13	+ 0.10	1.20	0.32	+ 275
CENTRAL PROVINCES AND BERAR.	41. Berar	0.19	0.06	+ 0.13	1.37	0.52	+ 163
	42. Central Provinces West	0.02	0.09	- 0.07	0.40	0.66	- 39
	43. Do. do. Central	0.05	0.12	- 0.07	0.50	1.01	- 50
	44. Do. do. East	0.08	0.22	- 0.14	1.63	1.56	+ 4
BOMBAY (NORTH)	45. Gujarat	0	0.04	- 0.04	0.11	0.05	+ 120
	46. Kathiawar	0.01	0.02	- 0.01	0.09	0.28	- 68
	47. Sind	0	0.01	- 0.01	0.87	0.39	+ 123
	48. Baluchistan Hills	0.98	0.15	+ 0.83	4.98	3.73	+ 34
RAJPUTANA AND CEN- TRAL INDIA.	49. Central India East	0.03	0.05	- 0.02	0.18	0.32	- 44
	50. Rajputana East, Central India West.	0.09	0.10	- 0.01	0.50	0.38	+ 44
	51. West Rajputana	0	0.12	- 0.12	0	0.48	- 100
MADRAS	52. East Coast North	0.70	0.44	+ 0.26	3.86	1.79	+ 116
	52-A. Do. do. (a)	0.60	0.42	+ 0.18	4.50	3.22	+ 40
	53. Hyderabad South	0.18	0.29	- 0.11	1.56	1.62	- 4
	54. Madras Central	0.07	0.40	- 0.33	2.24	1.27	+ 76
	55. East Coast Central	0.04	0.35	- 0.31	4.06	1.04	+ 290
	56. Do. South	0.02	0.58	- 0.56	5.11	2.20	+ 132
	57. Madras South	0.03	0.57	- 0.54	7.52	3.85	+ 95

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Government of India.

M. FINUCANE,

Offg. Secretary to the Government of India.

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SIMLA, 18th May, 1899.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 13th May.*—Little or no rain fell during the week, except in the northern part of the Circars. There were some showers on the West Coast and in parts of the Central districts. The water-supply is normal. Ploughing is in progress in many places and some small sowings are being made. The standing crops generally are in good condition. Pasture is insufficient in many places, but fodder is available. Cattle are in normal condition. Prices are rather higher in the Circars and in parts of the Deccan and on the West Coast, but elsewhere the decline continues.

**Bombay.**—*For week ending 17th May.*—Slight rain fell in parts of ten districts during the week. Reaping of late crops continues in Khandesh and Thar and Parkar. Preparations for next season are progressing generally and sowing in Kanara and Karachi. Fodder is sufficient, except in parts of Sind and Baroda territory. Agricultural stock is healthy. Prices have risen in six and fallen in four districts; elsewhere they are stationary.

**Bengal.**—*For week ending 15th May.*—There was rain in all parts of the Province during the week and agricultural prospects have generally improved. Ploughing and early sowings are proceeding rapidly and the autumn rice and jute already sown in several parts are doing well. The state of sugarcane and other young crops in the ground is good. The harvesting of spring rice is still going on. There has been no important change in the price of common rice since last week. Cattle are generally in good condition. The fodder-supply is reported to be everywhere sufficient, except in parts of Manbhum.

**North-Western Provinces and Oudh.**—*For week ending 17th May.*—The weather was generally unsettled during the week with slight showers in parts of the Provinces. Spring harvest operations are practically over. Extra crops and sugarcane are thriving. Irrigation of the standing crops is being resorted to where necessary. Preparations for the autumn crop sowing have begun in parts. Prospects are favourable. Markets are well-stocked. Fodder is abundant. Prices have a rising tendency in some districts, but are otherwise fairly stationary.

**Punjab.**—*For week ending 17th May.*—Rain has fallen in all districts, except Jullundur, Mooltan, Ferozepore, Lahore, and Dera Ismail Khan. Reaping and threshing of spring crops are still going on and sowing of autumn crops continues in Mooltan, Lahore, Amritsar, and Peshawar. The ground is being prepared for sowing in Umballa. Sugarcane and tobacco are being weeded in parts of Sialkot. The crop outturn is reported average in Jullundur and Dera Ismail Khan. The condition of extra spring crops is good in Hissar, Umballa, and parts of Peshawar; and fair in Jullundur, Ferozepore, Lahore, and Dera Ismail Khan. Food-stocks are sufficient in Ferozepore, Amritsar, and Peshawar. Hailstorms did some damage to crops in parts of Shahpur. The condition of cattle is poor in Hissar and Delhi; fair in Dera Ismail Khan; and good elsewhere. Fodder is scarce in Hissar, Delhi, Shahpur, and Dera Ismail Khan, and sufficient elsewhere. Prices, especially of wheat, have fallen in Delhi, Umballa, Jullundur, Mooltan, Lahore, and Amritsar, but remained almost unchanged elsewhere. Wheat is selling from  $16\frac{1}{4}$  to 22, gram  $19\frac{1}{4}$  to  $23\frac{1}{4}$ , maize 30 to 35, barley 30 to 32, bulrush-millet 18 to 27, great millet 24, and rice  $13\frac{1}{2}$  to  $14\frac{1}{2}$  seers per rupee.

**Central Provinces.**—*For week ending 16th May.*—The weather has been generally cloudy and hot. Slight showers of rain fell in thirteen districts during the week. The threshing of spring crops has been completed in all districts, except Balaghat. In Saugor the labouring classes complain of want of work and the forest concessions have proved invaluable in this district, owing to a bumper mahua (*Bassia latifolia*) harvest. About 1,272 persons are in receipt of relief in the Damoh district. Water is scarce in parts of Mandla, Chhindwara, Chanda, and Bhandara. Fodder is scarce in parts of six districts and grain-stocks are insufficient in the Hinganghat tahsil of Wardha. The price of wheat, rice, and *juar* has risen in some districts and has fallen in others. The cheapest prices are—wheat 20, gram 34, rice 23, and *juar* 19 seers per rupee; the dearest prices are—wheat  $12\frac{1}{2}$ , gram 18, rice 10, and *juar* 22 seers per rupee.

**Burma.**—*For week ending 13th May.*—In Lower Burma ploughing for wet weather paddy has commenced in parts of the Amherst district. In Upper Burma harvesting of island crops is completed and reaping of dry weather paddy is still in progress in most districts. Preliminary operations for the early wet weather crops have been extended to six other districts in addition to those last reported. The condition of the standing crops continues unchanged. Price of paddy has risen slightly in Rangoon, Prome, Thongwa, and Pakôkku and considerably in Bassein and Amherst, and there is a slight fall in Akyab; elsewhere the price is as before.

**Assam.**—*For week ending 10th May.*—Rain fell in most districts during the week. More rain is wanted in Cachar and in parts of Kamrup. Sowing of early rice, planting of sugarcane, and plucking and manufacture of tea are in progress. Prospects of tea are generally good, but red spider is prevalent in Cachar, Nowgong, and in parts of Darrang. Land is being prepared for late rice. Reaping of low land transplanted rice is nearly finished in Sylhet where the outturn is good. Sowing of jute is finished in Sylhet, but still continues in Goalpara. Prices—common rice—Silchar and Dhubri 16, Gauhati 14½, Tezpur and Sibsagar 12, Nowgong 14, Sylhet 21, and Dibrugarh 14 seers per rupee.

**Mysore and Coorg.**—*For week ending 17th May.*—**MYSORE:** Rainfall—70 cents in the Civil and Military station. Rain general and good in parts of Hassan. The standing crops are in good condition. Prices have fallen slightly in Kolar and Bangalore. *Ragi* (*Eleusine coracana*) has been sown in Kadur and Hassan.

**COORG:** Rainfall—53 cents. Ploughing for rice continues. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 17th May.*—**BERAR:** The weather is warm with occasional clouds. Preparation of land for the monsoon crops continues. Scarcity of fodder and water prevails in parts of the Province. Prices are fluctuating.

**HYDERABAD:** Rainfall—6 cents. Harvesting of the winter rice crop continues in parts, and fields are being prepared for monsoon sowings. A scarcity of water is felt in certain taluks. Prices of grain show a tendency to fall. Prices—wheat 10, coarse rice 10½, and *juar* 25 seers per current sicca rupee.

**Central India.**—*For week ending 17th May.*—Slight rain with hail fell in Jhabua and light showers in Bhopal and Indore during the week. Agricultural operations are in progress in Malwa and Bhopawar and have been completed elsewhere. Agricultural stock and pasturage are in good condition. Prices are normal throughout Central India. The condition of opium is fair in Malwa.

**Rajputana.**—*For week ending 17th May.*—Rainfall ranging from over half inch to 18 cents fell at Kerowlee, Bhurtpore, the Deva pargana of Jeysulmere, Ulwar, Haraoti, Bikanir, and few cents at Jeypore and Kishengarh. Harvesting and threshing continue. Land is being prepared in Ajmere and elsewhere for the autumn crops. Agricultural stock is in fair to good condition, but poor in Meywar and Haraoti. Fodder scarcity prevails except in three States. Prices are rising in Bhurtpore and Ulwar; falling in Jhallawar; and are steady elsewhere. Two persons emigrated from Merwara during the week. The total emigration from Merwara up to date numbers 4,416. The numbers employed on relief works were—Ajmere 591, Merwara 4,458, and Marwar 940. The number on gratuitous relief in Ajmere-Merwara was 160. Prices—Ajmere 19½, Beawar 22, and Marwar 15 seers per rupee.

**Kashmir.**—*For week ending 16th May.*—The weather is fine. Prospects of the spring crops are excellent. Prices continue below normal. Rice—27 seers per rupee.

**JAMMU PROVINCE.**—*For week ending 17th May.*—There was slight rain during the week. Prices are generally stationary. Prices—wheat from 18 to 25 and maize 29 to 34 seers per rupee. The condition of the standing crops is generally fair, but they are suffering in the Jasrota district for want of rain. Reaping and threshing of spring crops are in progress. Fodder is sufficient.

**Nepal.**—*For week ending 13th May.*—Rainfall—0.71 inch. The weather has been very warm. The wheat crop is doing well. Indian-corn and up-land rice are still being sown. Rice—9½ seers per rupee.

M. FINUCANE,

*Offg. Secretary to the Government of India.*



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 7TH MAY 1898, AND FROM 1ST JANUARY TO 6TH MAY 1899.

N.B.—As regards the figures in column *Total earnings from 1st January 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile during the 1st half of 1898.	WEEK ENDING 7TH MAY 1898.				WEEK ENDING 6TH MAY 1899.				Earnings from 1st January to 7th May 1898.	Earnings from 1st January to 6th May 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State Lines worked by companies.													
Standard gauge—	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
East Indian . . . . .	694	1,740	13,02,134	748	1,747	12,73,000	729	2,27,43,789	2,28,64,000	1,20,211	...	...	...
Bengal Central . . . . .	162	125	17,688	141	125	18,500	148	3,90,257	3,74,000	...	...	...	...
Bengal-Nagpur . . . . .	181	862	1,63,733	190	1,188	1,71,000	144	30,39,149	34,13,000	3,73,851	...	...	...
Indian Midland (including Bhopal-Itarsi)	171	800	1,44,936	181	868	1,82,000	210	23,77,069	26,55,000	2,77,931	...	...	...
Berwada extn. (East Coast State).	191	21	4,356	207	21	3,400	162	80,172	55,600	...	...	...	...
Washermenpet-Ennair sec. (Bez.-Mad.)	119	9	929	103	9	2,800	311	19,175	26,700	7,525	...	...	...
Metre gauge—													
Rajputana-Malwa (inclgd. G.-R.-Nagda)	264	1,815	5,34,994	295	1,815	5,04,030	278	79,35,264	88,19,000	8,83,736	...	...	...
Palanpur-Deesa . . . . .	44	17	762	45	17	700	41	10,794	13,400	2,606	...	...	...
South Indian . . . . .	161	1,042	1,72,090	165	1,023	1,60,000	156	28,78,654	28,03,000	...	...	...	...
Máyavaram-Mutpet . . . . .	88	54	4,410	82	54	4,300	80	81,129	76,500	...	...	...	...
Southern Mahratta (inclgd. G.-M. Fron. sec.)	103	1,165	1,34,973	116	1,165	1,35,000	116	21,11,383	20,33,000	...	...	...	...
Mysore section (Southern Mahratta)	107	296	29,162	98	296	22,000	74	5,78,672	3,24,000	...	...	...	...
Bengal and North-Western system . .	162	854	1,36,008	159	1,082	1,99,000	184	25,22,419	27,48,000	2,25,581	...	...	...
Lucknow-Bareilly . . . . .	106	231	22,870	99	231	25,800	111	4,06,956	4,40,000	33,044	...	...	...
Assam-Bengal . . . . .	90	286	23,204	81	434	29,500	68	4,69,969	6,01,000	1,31,031	...	...	...
Burma . . . . .	223	936	2,08,785	229	936	1,62,000	173	39,07,217	34,49,000	...	...	...	...
TOTAL	206	10,253	29,01,014	283	11,009	28,93,000	263	4,95,52,068	5,06,95,200	11,43,132	...	...	...
State Lines worked by the State.													
Standard gauge—													
North Western (a) . . . . .	287	2,886	7,80,628	270	2,959	7,73,000	261	1,42,90,287	1,19,82,000	...	...	...	...
Oudh and Rohilkhand (inclgd. m. g. link)	217	1,013	2,02,474	200	1,013	2,46,000	243	35,83,942	38,44,000	2,60,058	...	...	...
Eastern Bengal (inclgd. metre & 2' 6")	319	818	2,26,040	276	894	2,27,000	272	50,64,179	43,60,000	...	...	...	...
East Coast (b) . . . . .	116	536	58,840	110	795	87,800	140	11,52,569	14,64,000	3,11,431	...	...	...
Special gauges—													
Jorhat . . . . .	66	28	1,379	49	25	1,800	72	34,409	30,600	...	...	...	...
Cherra-Companyganj . . . . .	20	...	...	...	...	(c)	...	(d) 424	(e) 6,400	5,976	...	...	...
TOTAL	261	5,281	12,69,361	240	5,626	13,35,600	237	2,41,25,810	2,16,87,000	...	...	...	...
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system . . .	514	1,491	8,69,195	583	1,491	7,47,000	501	1,41,05,092	1,51,93,000	10,87,908	...	...	...
Bombay, Baroda and Central India . .	775	461	4,85,614	1,053	461	4,13,000	896	56,62,478	60,99,000	4,36,522	...	...	...
Madras . . . . .	258	840	2,10,224	250	840	1,83,000	218	38,71,532	32,76,000	...	...	...	...
TOTAL	480	2,792	15,65,033	561	2,792	13,43,000	481	2,36,39,102	2,45,68,000	9,28,898	...	...	...
TOTAL (GUARANTEED AND STATE)	297	18,326	57,35,408	313	19,427	55,71,600	287	9,73,16,980	9,69,50,200	...	...	...	...
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka . . . . .	217	162	29,983	185	162	27,200	168	6,69,602	5,00,000	...	...	...	...
Tarkessur . . . . .	320	22	7,029	320	22	5,900	268	1,44,636	1,30,000	...	...	...	...
Southern Punjab (Delhi-Samāsata) . .	75	400	33,606	84	423	25,700	61	3,80,668	4,46,000	65,432	...	...	...
Tapti Valley . . . . .	...	...	...	...	...	2,000	56	...	31,600	31,600	...	...	...
Metre gauge—													
Brahmaputra-Sultanpur . . . . .	...	...	...	...	25	900	36	...	(f) 4,300	4,300	...	...	...
Mymensingh-Jamulpur-Jagannathganj .	...	...	...	...	33	1,100	33	...	22,700	22,700	...	...	...
Rohilkhand and Kumaon (Co.'s sec.) . .	137	66	10,407	158	66	8,600	130	1,53,654	1,63,000	9,346	...	...	...
Segowlie-Baraul . . . . .	...	...	...	...	18	500	28	...	(g) 5,100	5,100	...	...	...
Bengal Doonars . . . . .	106	36	2,892	79	36	3,400	94	59,805	52,200	...	...	...	...
Dibru-Sadiya . . . . .	200	78	16,538	212	78	20,000	256	2,87,814	3,22,000	34,186	...	...	...
Ahmedabad-Parantij . . . . .	59	55	4,392	80	55	3,400	62	52,242	62,700	10,458	...	...	...
Special gauges—													
Darjeeling-Himalayan . . . . .	266	51	16,579	325	51	17,000	333	2,36,561	2,22,000	...	...	...	...
Bárai . . . . .	156	21	3,530	168	21	3,000	143	64,341	70,100	5,759	...	...	...
TOTAL	135	891	1,24,896	140	1,026	1,18,700	116	20,49,223	20,31,700	...	...	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonna . . . . .	31	74	2,149	29	74	5,900	80	37,815	84,200	46,385	...	...	...
Bhopal-Ujjain . . . . .	76	114	7,913	69	114	10,900	96	1,54,158	1,94,000	39,842	...	...	...
Nagda-Ujjain . . . . .	86	35	3,259	93	34	3,500	103	48,436	43,900	...	...	...	...
The Nizam's guaranteed state . . . .	235	334	82,619	247	334	65,500	196	14,15,275	13,61,000	...	...	...	...
The Gaekwar's Potlád . . . . .	70	13	1,078	83	13	1,100	85	11,658	17,800	6,142	...	...	...
Rajpura-Bhatinda . . . . .	140	103	11,898	110	108	12,400	115	2,48,494	1,93,000	...	...	...	...
Kolar Gold-fields . . . . .	408	10	3,328	333	10	1,700	170	70,371	54,200	...	...	...	...
Metre gauge—													
Yesvantpur-Mysore Fron. sec. (inclgd. M.-Nanjangud)	71	66	4,742	72	66	3,500	53	81,737	51,900	...	...	...	...
The Gaekwar's Mehsana . . . . .	81	93	8,394	90	93	6,200	67	1,21,946	1,21,000	...	...	...	...
Kolhapur . . . . .	55	29	1,942	67	29	2,100	72	27,434	39,900	12,466	...	...	...
Special gauges—													
The Gaekwar's Dabhoi . . . . .	58	79	5,376	68	79	5,200	66	70,159	75,800	5,641	...	...	...
Rajpipla . . . . .	13	19	132	7	24	900	38	3,460	13,500	10,040	...	...	...
Cooch Behar . . . . .	63	22	1,560	71	34	1,500	44	27,854	24,200	...	...	...	...
TOTAL	133	996	1,34,302	135	1,012	1,20,400	119	23,18,797	22,74,400	...	...	...	...
Lines owned & worked by n. states.													
Metre gauge—													
Bhāvnagar-Gondal-Junágad-Porbandar .	128	334	57,700	173	334	40,200	120	6,91,960	7,46,000	54,040	...	...	...
Jetalsar-Rajkot . . . . .	80	46	4,339	94	46	3,800	83	63,987	72,900	8,913	...	...	...
Jamnagar . . . . .	38	54	2,820	52	54	2,400	44	35,257	40,000	4,743	...	...	...
Dhrangadra . . . . .	...	...	...	...	21	1,400	67	...	26,300	26,300	...	...	...
Jodhpore-Bickaneer . . . . .	66	364	25,870	71	407	41,500	102	4,36,710	6,78,000	2,41,290	...	...	...
Oodeypore-Chitor . . . . .	42	60	3,794	63	61	3,200	52	41,054	56,500	15,446	...	...	...
Special gauge—													
Morvi . . . . .	82	94	9,238	98	94	10,100	107	1,15,387	1,49,000	33,613	...	...	...
TOTAL	86	952	1,03,761	109	1,017	1,02,600	101	13,84,355	17,68,700	3,84,345	...	...	...
GRAND TOTAL	273	21,165	60,98,367	288	22,482	59,13,300	263	10,30,69,355	10,30,25,000	...	...	...	...

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rys.

(b) Includes Berwada-Madras ry.

(c) Closed for traffic.

(d) From 9th to 31st March 1898.

(e) From 1st January to 31st March 1899.

(f) From 1st April to 6th May 1899.

(g) From 1st March to 6th May 1899.

W. J. McELHINNY, Captain, R.E.,  
Offy. Under Secy. to the Govt. of India

SIMLA, the 18th May, 1899.

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. V of 1899-1900.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total earnings from 1st April 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 7TH MAY 1898				WEEK ENDING 6TH MAY 1899				Earnings from 1st April to 7th May 1898.	Earnings from 1st April to 6th May 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Rs.	Per mile open.		Rs.	Per mile open.						
State lines worked by companies.													
Standard gauge—	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
East Indian	654	1,740	13,02,134	748	1,747	12,73,000	729	68,72,624	66,62,000	...	2,10,624	...	...
Bengal Central	183	125	17,688	141	125	18,500	148	1,07,943	95,200	...	12,743	...	...
Bengal-Nagpur	139	862	1,63,713	190	1,186	1,71,000	144	10,51,654	8,97,000	...	1,54,654	...	...
Indian Midland (incldg. Bhopal-Itarsi)	155	800	1,44,936	181	868	1,82,000	210	7,15,419	8,21,000	1,05,581	...	...	...
Bozwada extn. (East Coast State)	155	21	4,356	207	21	3,400	162	26,568	16,300	...	10,268	...	...
Washermenpet-Ennūr sec. (Bez.-Mad.)	135	9	929	103	9	2,800	311	5,642	8,600	2,958	...	...	...
Metre gauge—													
Rajputana-Malwa (incldg. G.-R.-Nāgdā)	210	1,815	5,34,994	295	1,815	5,04,000	278	25,60,228	24,04,000	...	1,56,228	...	...
Palampur-Deesa	44	17	762	45	17	700	41	3,566	4,100	534	...	...	...
South Indian	166	1,042	1,72,090	165	1,023	1,60,000	156	8,90,879	8,38,000	...	52,879	...	...
Māyavaram-Mutpet	92	54	4,410	82	54	4,200	80	26,570	22,500	...	4,070	...	...
Southern Mahratta (incldg. G.-M. From sec.)	113	1,165	1,34,973	116	1,165	1,35,000	116	7,27,892	6,48,000	...	79,892	...	...
Mysore section (Southern Mahratta)	123	296	29,162	98	296	22,000	74	1,70,022	1,00,000	...	70,022	...	...
Bengal and North-Western system	147	854	1,36,008	159	1,082	1,59,000	184	7,93,577	9,35,000	1,41,423	...	...	...
Lucknow-Bareilly	81	231	22,870	99	231	25,800	111	1,26,704	1,31,000	4,296	...	...	...
Assam-Bengal	78	286	23,204	81	434	29,500	68	1,35,849	1,53,000	17,151	...	...	...
Burma	186	936	2,08,785	223	936	1,62,000	173	9,75,287	8,56,000	...	1,19,287	...	...
TOTAL	243	10,253	29,01,014	283	11,009	28,93,000	263	1,51,90,424	1,45,91,700	...	5,98,724	...	...
State lines worked by the State.													
Standard gauge—													
North Western (a)	236	2,886	7,80,628	270	2,959	7,73,000	281	41,00,542	35,29,000	...	5,77,542	...	...
Oudh and Rohilkhand (incldg. m. g. link)	195	1,013	2,02,474	260	1,013	2,46,000	243	11,88,298	12,72,000	83,702	...	...	...
Eastern Bengal (incldg. metre & 2' 6")	362	818	2,26,040	276	834	2,27,000	272	12,87,675	11,83,000	...	1,04,675	...	...
East Coast (b)	106	536	58,840	110	795	87,800	110	3,33,474	4,69,000	1,35,526	...	...	...
Special gauges—													
Jorhāt	69	28	1,379	49	25	1,800	72	8,925	7,700	...	1,225	...	...
Cherra-Companyganj	44	...	...	...	...	(c)	...	...	(c)	...	...	...	...
TOTAL	235	5,281	12,69,361	240	5,626	13,35,600	237	69,18,909	64,54,700	...	4,64,209	...	...
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	381	1,491	8,69,195	583	1,491	7,47,000	501	47,29,007	38,28,000	...	9,01,007	...	...
Bombay, Baroda and Central India	586	461	4,85,614	1,063	461	4,13,000	896	22,89,860	19,50,000	...	3,39,860	...	...
Madras	261	840	2,10,224	250	840	1,89,000	218	11,57,889	9,66,000	...	1,91,889	...	...
TOTAL	379	2,792	15,65,033	561	2,792	13,43,000	481	81,76,756	67,44,000	...	14,32,756	...	...
TOTAL (GUARANTEED AND STATE)	262	18,326	57,35,408	313	19,427	55,71,600	287	3,02,86,089	2,77,90,400	...	24,95,689	...	...
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	207	162	29,983	185	162	27,200	168	1,68,179	1,55,000	...	13,179	...	...
Tarkessur	278	22	7,029	320	22	5,900	268	51,272	44,500	...	6,772	...	...
Southern Punjab (Delhi-Samāsa)	42	400	33,606	84	423	25,700	61	1,50,952	1,46,000	...	4,952	...	...
Tapti Valley	...	...	...	...	36	2,000	56	...	9,800	9,800	...	...	...
Metre gauge—													
Brahmaputra-Sultanpur	...	...	...	...	25	900	36	...	4,300	4,300	...	...	...
Mymensingh-Jamalur-Jagannathganj	...	...	...	...	33	1,100	33	...	6,000	6,000	...	...	...
Rohilkund and Kumaon (Co.'s sec.)	121	66	10,407	158	66	8,600	130	60,631	48,500	...	12,131	...	...
Segowlie-Baxaul	...	...	...	...	18	500	28	...	3,000	3,000	...	...	...
Bengal Doonars	149	36	2,832	79	36	3,400	94	14,539	14,000	...	539	...	...
Dibru-Sadiya	198	78	16,538	212	78	20,000	256	87,955	95,300	2,345	...	...	...
Ahmedabad-Parāntij	45	55	4,392	80	55	3,400	62	22,494	18,900	...	3,594	...	...
Special gauges—													
Darjeeling-Himalayan	274	51	16,579	325	51	17,000	333	94,792	77,000	...	17,792	...	...
Bārai	125	21	3,590	168	21	3,000	143	20,709	17,200	...	3,509	...	...
TOTAL	147	891	1,24,896	140	1,026	1,18,700	116	6,71,523	6,34,000	...	37,523	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonā	26	74	2,149	29	74	5,900	80	12,872	21,400	8,528	...	...	...
Bhopal-Ujjain	61	114	7,915	69	114	10,900	96	48,331	62,900	14,569	...	...	...
Nāgdā-Ujjain	60	35	3,259	93	34	3,500	103	16,957	14,300	...	2,657	...	...
The Nizam's Guaranteed State	211	334	82,619	247	334	65,300	196	4,57,692	3,68,000	...	89,692	...	...
The Gaekwar's Petlād	84	13	1,078	83	13	1,100	85	5,757	6,300	543	...	...	...
Rājputra-Bhātinda	132	108	11,868	110	108	12,400	115	63,768	54,800	...	8,968	...	...
Kolar Gold-fields	402	10	3,328	333	10	1,700	170	18,251	13,200	...	5,051	...	...
Metre gauge—													
Yewantpur-Mysore From. sec. (incldg. M.-Nanjangūd)	84	66	4,742	72	66	3,500	58	25,793	16,800	...	8,993	...	...
The Gaekwar's Mehsāna	71	93	8,534	90	93	6,200	67	42,790	33,900	...	8,890	...	...
Kolhāpur	57	29	1,942	67	29	2,100	72	9,534	11,600	2,066	...	...	...
Special gauges—													
The Gaekwar's Dabhoi	51	79	5,376	68	79	5,200	66	25,661	25,100	...	561	...	...
Rajpipla	11	19	132	7	24	900	38	1,221	4,400	3,179	...	...	...
Cooch Behar	54	22	1,560	71	34	1,500	44	8,114	8,300	186	...	...	...
TOTAL	120	996	1,34,302	138	1,012	1,20,400	119	7,36,741	6,41,000	...	95,741	...	...
Lines owned & worked by n. states.													
Metre gauge—													
Bhāvnagar-Gondal-Junāgd-Porbandar	97	334	57,700	173	334	40,200	120	2,81,215	2,19,000	...	62,215	...	...
Jetalsar-Rājkot	82	46	4,339	94	46	3,800	83	21,459	21,700	241	...	...	...
Jāmnagar	38	54	2,820	52	54	2,400	44	13,986	12,100	...	1,886	...	...
Dhānūgdā	...	...	...	...	21	1,400	67	...	8,200	8,200	...	...	...
Jodhpore-Bikaner	62	364	25,870	71	407	41,500	102	1,38,228	1,87,000	48,772	...	...	...
Oodypore-Chitor	38	60	3,794	63	61	3,200	52	14,779	14,900	121	...	...	...
Special gauge—													
Morvi	83	94	9,238	98	94	10,100	107	42,550	46,600	4,050	...	...	...
TOTAL	75	932	1,03,761	109	1,017	1,02,600	101	5,12,217	5,00,500	...	11,717	...	...
GRAND TOTAL	243	21,185	60,98,367	288	22,482	59,13,300	263	3,22,06,570	2,95,74,900	...	26,31,670	...	...

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rys.  
(b) Includes Bezwada-Madras ry.

(c) Closed for traffic.

W. J. McELHINNY, Captain, R.E.,  
Secretary to the Govt. of India.



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SUPPLEMENT TO

# The Gazette of India.

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No. 21.

CALCUTTA, SATURDAY, MAY 27, 1899.

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## OFFICIAL PAPERS.

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE 1st HALF OF APRIL 1898 AND 1899.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	34.78	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	24.52	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	26.9	...	50.38	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	...	...	26.02	...	37.21	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	29.02	...	...	...	...	...	...	...	...	...
Bassein . . . . .	...	...	27.95	...	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Henzada . . . . .	...	...	25.39	...	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	29.63	...	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	...	...	31.85	...	34.97	...	...	...	...	...	7.52	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	29.76	...	...	...	...	...	...	...	20.19	...
<i>Arakan—</i>												
Kyaukpyn . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	23.53	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brahmaputra—</i>												
Goalpara . . . . .	10	17.5	25	30	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	22.5	33.18	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	26.25	33.75	...	...	...	...	...	...	...	...
Dacca . . . . .	...	...	18.75	32.5	25	27.5	...	...	7.5	15	...	...
<i>Deltaic—</i>												
Midnapur . . . . .	...	...	21.87	30	...	...	...	...	...	...	...	...
Calcutta . . . . .	...	...	30	37.5	27.5	36.25	...	...	20	26.25	20	22.5
<i>Central—</i>												
Bardwan . . . . .	...	...	22.5	30	...	22.5	...	...	...	...	...	...
Pabna . . . . .	...	...	22.19	33.28	17.5	26.25	...	...	...	...	...	...
<i>Northern—</i>												
Rangpur . . . . .	...	...	20	30	30	50	...	...	...	...	...	...
<i>Orissa—</i>												
Cuttack . . . . .	...	...	21.72	25.31	25	40	...	...	...	...	...	...
<i>Bihar, south—</i>												
Patna . . . . .	...	...	19.06	25	20	27.5	...	...	14.37	15.62	10.62	16.25
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	24.22	28.75	22.5	28.75	...	...	13.28	20	...	...
Muzaffarpur . . . . .	...	...	28.19	33.28	25	28.44	...	...	15.78	20	...	...
<b>N. W. Provinces—</b>												
<i>Eastern—</i>												
Benares . . . . .	16.09	22.29	26.67	37.66	22.86	29.69	25.73	33.33	14.95	19.32	...	17.45
<i>Central—</i>												
Cawnpore . . . . .	17.4	20.52	27.13	34.79	22.55	27.6	25.78	32.03	15.36	17.76	14.53	16.3
Jhansi . . . . .	14.69	21.09	32.03	37.19	23.12	27.66	27.34	32.5	14.69	14.69	13.91	15.78
<i>Western—</i>												
Meerut . . . . .	...	...	33.33	...	22.24	28.75	25.78	...	16.67	18.12	...	...
Agra . . . . .	...	...	37.5	42.19	23.75	30	...	...	15	16.56	15.31	...
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	...	...	28.07	...	19.74	26.2	...	...	11.41	16.67	...	...
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow . . . . .	14.22	21.04	28.54	36.98	20.78	28.28	25.78	30.99	14.22	17.6	12.5	19.9
<i>Northern—</i>												
Fyzabad . . . . .	14.37	18.65	33.23	...	20.94	32.66	...	...	14.22	21.35	11.72	17.19

\* The figures under "Rice, husked" represent the prices of common rice.

(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAGI		MAIZE.		GRAM.		ARHAR DÁL.		GHI.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
...	...	...	...	...	...	...	...	...	...	...	...	Burma—
...	...	...	...	...	...	57.64	...	...	...	...	...	Tenasserim—
...	...	...	...	...	...	35.75	...	50.38	...	...	...	Mergui.
...	...	...	...	...	...	...	...	...	...	...	...	Tavoy.
...	...	...	...	...	...	...	...	...	...	...	...	Moulmein and Amherst.
...	...	...	...	...	...	28.57	...	39.02	...	...	...	Pegu (deltaic)—
...	...	...	...	...	...	39.25	...	...	...	...	...	Rangoon.
...	...	...	...	...	...	...	...	...	...	...	...	Thongwa.
...	...	...	...	...	...	...	...	...	...	...	...	Bassein.
...	...	...	...	...	...	40.24	...	60.42	...	...	...	Pegu (inland)—
...	...	...	...	...	...	38.1	...	...	...	...	...	Henzada.
...	...	...	...	...	...	...	...	...	...	...	...	Toungoo.
...	...	...	...	9.86	...	19.88	...	41.84	...	...	...	Upper Burma—
...	...	...	...	...	...	...	...	...	...	...	...	Mandalay.
...	...	...	...	...	...	...	...	...	...	...	...	Bamo.
...	...	...	...	...	...	20	...	55.63	...	...	...	Pakokku.
...	...	...	...	...	...	...	...	...	...	...	...	Arakan—
...	...	...	...	...	...	38.1	...	53.33	...	...	...	Kyaukpyn.
...	...	...	...	...	...	...	...	...	...	...	...	Akyab.
...	...	...	...	...	...	...	...	...	...	...	...	Assam—
...	...	...	...	...	...	...	...	...	...	...	...	Brahmaputra—
...	...	...	...	...	...	...	...	...	...	...	...	Goalpara.
...	...	...	...	...	...	...	...	...	...	...	...	Gauhati.
...	...	...	...	...	...	...	...	...	...	...	...	Bengal—
...	...	...	...	...	...	30	47.5	41.25	50	430	400	Eastern—
...	...	...	...	...	...	23.75	35	27.5	32.5	400	350	Chittagong.
...	...	...	...	...	...	...	...	...	...	...	...	Dacca.
22.5	26.25	...	...	15	20	20	27.5	30	35	330	340	Deltaic—
...	...	...	...	...	...	...	...	...	...	...	...	Midnapur.
...	...	...	...	...	...	...	...	...	...	...	...	Calcutta.
...	...	...	...	...	...	16.25	27.5	25	32.5	300	320	Central—
...	...	...	...	...	...	15.31	24.06	31.25	36.25	470	400	Bardwan.
...	...	...	...	...	...	...	...	...	...	...	...	Pabna.
...	...	...	...	15	20	18.75	32.5	42.5	55	340	330	Northern—
...	...	...	...	...	...	...	...	...	...	...	...	Rangpur.
...	...	...	...	...	...	20.94	26.56	17.97	31.87	382.5	360	Orissa—
...	...	...	...	...	...	...	...	...	...	...	...	Cuttack.
...	...	...	...	10.62	16.87	13.44	20.94	19.06	25	280	300	Bihar, south—
...	...	...	...	...	...	...	...	...	...	...	...	Patna.
...	...	...	...	13.28	16.72	15.78	23.44	28.59	32.5	341.25	341.25	Bihar, north—
...	...	...	...	15.78	20	16.56	...	25	...	320	320	Bhagalpur.
...	...	...	...	...	...	...	...	...	...	...	...	Muzaffarpur.
...	...	...	...	...	...	...	...	...	...	...	...	N.-W. Provinces—
...	...	...	...	...	...	14.22	21.87	22.08	27.66	325.88	326.56	Eastern—
...	...	...	...	...	...	...	...	...	...	...	...	Benares.
...	17.76	...	...	12.5	15.68	16.67	18.18	...	27.6	290.88	304.74	Central—
14.22	16.18	...	...	12.03	15.21	16.09	17.71	20.16	31.35	267.5	285	Cawnpore.
...	...	...	...	...	...	...	...	...	...	...	...	Jhansi.
...	...	...	...	13.12	...	20.52	22.81	...	...	312.19	...	Western—
...	...	...	...	...	...	...	...	...	...	...	...	Meerut.
17.5	...	...	...	13.75	...	17.81	19.06	23.12	30	290	303.12	Agra.
...	...	...	...	...	...	15.99	...	...	...	310	325	Submontane, west—
...	...	...	...	...	...	...	...	...	...	...	...	Shahjahanpur.
...	...	...	...	...	...	...	...	...	...	...	...	Oudh—
14.22	21.61	...	...	12.13	17.24	15.99	21.98	13.75	...	305	325	Southern—
...	...	...	...	...	...	...	...	...	...	...	...	Lucknow.
...	...	...	...	13.44	19.01	15.94	32.03	20	...	295	290.88	Northern—
...	...	...	...	...	...	...	...	...	...	...	...	Fyzabad.



## WHOLESALE PRICES FOR THE 1st HALF OF APRIL 1898 AND 1899—continued.

DISTRICTS.	GUR.		SALT.		TOBACCO LEAF.		TURMERIC.		GRASS.		STRAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	11.31	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	22.54	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	25.09	...	...	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	...	...	19.05	...	...	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	20.39	...	...	...	...	...	...	...	...	...
Bassein . . . . .	...	...	22.61	...	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Henzada . . . . .	...	...	34.97	...	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	27.01	...	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	...	...	20.65	...	...	...	...	...	...	...	...	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	24.71	...	...	...	...	...	...	...	...	...
<i>Avaik—</i>												
Kyaukpyn . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	38.1	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brahmaputra—</i>												
Goalpara . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	35	37.5	100	100	...	...	...	...	...	...
Dacca . . . . .	...	...	35.62	36.87	60	65	...	...	2.5	2.5	...	...
<i>Deltaic—</i>												
Midnapur . . . . .	...	...	35	36.25	62.5 and 77.5	45 and 62.5	...	...	...	...	1.56	1.2
Calcutta . . . . .	...	...	33.75	34.37	60	70	...	...	8.38	6.25	6.25	5.62
<i>Central—</i>												
Bardwan . . . . .	...	...	32.5	33.75	...	...	...	...	...	...	3.12	3.12
Pabna . . . . .	...	...	38.75	38.44	75	70	...	...	...	...	7.5	10
<i>Northern—</i>												
Rangpur . . . . .	...	...	40	45	80	60	...	...	3.75	14(a)	5	14(a)
<i>Orissa—</i>												
Cuttack . . . . .	...	...	30	30.62	45	55	...	...	5.57	5.56	4.37	2.83
<i>Bihar, south—</i>												
Patna . . . . .	...	...	35	35	30	30	...	...	3.12	3.12	2.5	3.12
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	37.5	37.5	50	40	...	...	...	...	...	...
Muzaffarpur . . . . .	...	...	35.47	36.25	100	100	...	...	...	...	...	...
<b>N.-W. Provinces—</b>												
<i>Eastern—</i>												
Benares . . . . .	27.19	40.73	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Cawnpore . . . . .	33.33	36.35	...	...	50	57.5	112.5	95	...	...	...	...
Jhansi . . . . .	40	50	...	...	...	...	...	...	...	...	...	...
<i>Western—</i>												
Meerut . . . . .	28.54	...	...	...	...	...	...	...	...	...	...	...
Agra . . . . .	35	42.19	...	...	40 to 80	...	100	...	5	...	5	...
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	32.03	...	...	...	...	...	115 and 110	105 and 110	...	...	...	...
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow . . . . .	30.78	42.08	...	...	70	70	...	...	3.33	4.01	...	...
<i>Northern—</i>												
Fyzabad . . . . .	26.25	37.19	...	...	...	...	...	...	...	2.81	...	...

(a) Per bundle.





## WHOLESALE PRICES FOR THE 1st HALF OF APRIL 1898 AND 1899—continued.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Rajputana—</b>												
Eastern— Ajmere . . . . .	33.33	33.33	...	...	29.63	36.41	...	...	21.09	23.28	20	17.34
<b>Panjab—</b>												
Southern— Ferozpur . . . . .	15.36	22.5	40	57.13	22.24	26.67	27.6	31.25	12.5	14.27	20	15.42
Central— Lahore . . . . .	19.06	21.56	23.96	40.94	21.56	24.69	23.59	29.43	11.77	13.12	18.59	21.04
South-eastern— Delhi . . . . .	21.04	25	30.78	36.35	21.04	28.28	27.6	34.79	15.33	16.3	17.4	18.18
Submontane— Amritsar . . . . .	17.4	25	31.06	44.43	20	25	23.54	26.67	10.52	...	20	21.04
Northern— Rawalpindi . . . . .	16.67	14.79	46.72	47.03	23.12	25	26.56	28.59	13.44	10.62	14.84	15.36
Western— Multan . . . . .	12.08	13.8	24.27	28.07	24.53	33.33	29.63	37.34	15.99	18.12	14.79	23.54
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	...	35.78	38.12	28.75	35	...	...	19.69	23.75	17.5	19.37
Shikarpur . . . . .	...	...	...	...	23.75	30	...	...	13.91	20	12.81	24.06
Quetta . . . . .	...	...	...	...	24.37 to 26.87	38.75	60	65	21.25	25	18.75	22.19
<b>Bombay—</b>												
Deccan— Dharwar . . . . .	...	...	...	32.29	22.34	...	...	...	...	...	...	...
Sholapur . . . . .	...	...	...	...	...	...	...	...	...	...	12.08	19.06
Poona . . . . .	...	...	...	...	...	...	...	...	...	...	18.12	...
Khandesh— Ahmadnagar . . . . .	...	...	...	...	25.88	...	...	...	...	...	15.73	...
Dhulia . . . . .	...	...	...	...	30.47	...	...	...	...	...	...	...
Gujarat— Surat . . . . .	...	...	...	...	29.53	38.91	...	...	...	...	18.75	25.21
Ahmadabad . . . . .	22.5	...	...	...	32.5	39.06	...	...	...	...	...	...
<b>Central Provinces—</b>												
Western— Nagpur . . . . .	...	...	26	28	28	35	33.31	44.44	...	...	16.31	21.69
Central— Jubbulpore . . . . .	21.06	...	22.75	25.69	22.19	30.19	26.63	36.37	...	...	16.69	16.69
Eastern— Raipur . . . . .	16	...	21	27	21	30	30	40	...	...	...	...
<b>Berar—</b>												
Basin . . . . .	...	...	...	...	26.79	41.51	...	...	...	...	11.54	18.27
Ellichpur . . . . .	...	...	66.67	66.66	36.36	47.06	44.44	57.14	...	...	14.51	20
Amrâoti . . . . .	...	...	40	44.37	33.33	44.37	40	50	...	...	13.33	18.12
<b>Madras—</b>												
South, central— Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	22	26.9
Salem . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central— Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	14	20
Cuddapah . . . . .	17.8	26.4	33.6	39.2	...	...	...	...	...	...	15.8	22.9
Karnul . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, central— Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, south— Madras . . . . .	17.3	29.9	30.9	45.7	...	...	...	...	...	...	...	...
Tanjore . . . . .	18.9	21.5	33.5	40.9	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Southern— Madura . . . . .	...	...	...	...	...	...	...	...	...	...	23	30.5
<b>Mysore—</b>												
Mysore . . . . .	21.19	26.47	33.82	41.3	33.31	50.96	61.71	54.85	...	...	...	14.62
Bangalore . . . . .	12.74	19.6	38.22	56.84	38.22	50.54	39.2	47.04	...	...	15.68	23.51

(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAGI.		MAIZE.		GRAM.		ARHAR DÁL.		GHI.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
24.06	23.44	...	...	20	20	24.06	24.22	...	...	305	336.87	Rajputana— Eastern— Ajmere.
20	14.27	...	...	12.5	15.42	17.76	20	40	57.13	310	340	Panjab— Southern— Ferozpur.
18.18	22.19	...	...	13.54	16.67	18.38	19.48	31.98	43.28	320	336.87	Central— Lahore.
19.06	17.4	...	...	14.79	19.06	20	19.06	27.6	36.35	320	345.94	South-eastern— Delhi.
...	...	...	...	...	...	17.03	19.06	...	...	...	...	Submontane— Amritsar.
18.12	19.53	...	...	14.37	14.79	17.81	22.19	30	50	278.28	320	Northern— Rawalpindi.
17.4	18.12	...	...	13.75	20.94	19.48	24.22	...	...	320	336.56	Western— Multan.
21.25	24.37	...	...	...	...	23.75	29.37	...	...	...	350	Sind and Baluchistan— Karachi.
15.62	...	...	...	...	...	19.69	25	...	...	312.5	351.87	Shikarpur.
...	...	...	...	22.5	29.37	...	...	40	57.19	330	350	Quetta.
...	...	...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dharwar.
...	29.01	...	...	...	...	20	...	20.78	...	...	...	Sholapur.
20.52	...	...	...	...	...	24.01	...	...	...	...	...	Poona.
19.84	17.24	...	...	...	...	...	...	...	...	...	...	Khandesh— Ahmadnagar.
23.75	27.4	...	...	...	...	...	...	...	...	...	...	Dhulia.
...	...	...	...	...	...	...	...	...	...	...	...	Gujarat— Surat.
...	...	...	...	...	...	...	...	...	...	...	...	Ahmadabad.
...	...	...	...	...	...	20	26	21.5	27	333.31	320	Central Provinces— Western— Nagpur.
...	...	...	...	...	...	16	22.69	...	30.75	285	300	Central— Jubbulpore.
...	...	...	...	...	...	15	22	...	24	280	290	Eastern— Raipur.
20	40	...	...	...	...	25.96	33.33	25	30.77	360	320	Berar— Basim.
15.89	31.75	...	...	...	...	27.34	33.44	25	28.75	290	320	Ellichpur.
...	...	...	...	...	...	...	...	...	...	...	...	Amraoti.
18.9	19.1	...	...	...	...	31.3	43.1	...	...	380.4	400	Madras— South, central— Coimbatore.
...	...	16.1	23.4	...	...	...	...	...	...	299.7	326.1	Salem.
17.2	23.5	...	...	...	...	24.7	40	18.6	...	253.6	380.4	Central— Bellary.
...	...	...	...	...	...	...	...	...	...	346.7	300	Cuddapah.
...	...	...	...	...	...	...	...	...	...	...	...	Karnul.
...	...	17.1	25.2	...	...	...	...	20.4	30.5	...	...	East Coast, central— Nellore.
...	...	...	...	...	...	28.2	54.4	...	...	263.3	329.1	East Coast, south— Madras.
...	...	17.1	24.9	...	...	...	...	...	...	...	...	Tanjore.
...	...	...	...	...	...	...	...	...	...	...	...	Trichinopoly.
25.5	...	...	...	...	...	...	...	25.6	31	...	...	Southern— Madura.
...	...	21.55	19.59	...	...	18.44	27.71	57.6	75.43	270.93	346.62	Mysore— Mysore.
...	...	12.74	22.87	...	...	17.64	33.94	35.28	47.04	352.55	377.02	Bangalore.



## WHOLESALE PRICES FOR THE 1st HALF OF APRIL 1898 AND 1899—concluded.

DISTRICTS.	GUM.		SALT.		TOBACCO LEAF.		TURMERIC.		GRASS.		STRAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Rajputana—</b>												
Eastern—												
Ajmere . . . . .	44.43	53.33	...	...	...	...	...	...	10	5	10	5
<b>Panjab—</b>												
Southern—												
Ferozpur . . . . .	...	...	...	...	50	50	133.33	114.27	3.28	3.28	4.01	5
Central—												
Lahore . . . . .	...	...	...	...	53.33	57.13	120.73	123.07	8.02	10	4.01	5
South-eastern—												
Delhi . . . . .	...	...	...	...	80	80	123.07	114.27	7.92	6.67	7.97	8.91
Submontane—												
Amritsar . . . . .	...	...	...	...	...	...	...	...	...	...	4.22	4.01
Northern—												
Rawalpindi . . . . .	...	...	...	...	40	40	133.33	100	5	5.62	5	8.15
Western—												
Multan . . . . .	...	...	...	...	100	100	145.42	133.33	4.43	3.07	5	5
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Shikarpur . . . . .	36.25	...	...	...	...	...	...	...	...	...	...	...
Quetta . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bombay—</b>												
Deccan—												
Dharwar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Sholapur . . . . .	48.7	...	...	...	...	...	...	...	...	...	...	...
Poona . . . . .	47.34	...	...	...	115.78	...	...	...	...	...	...	...
Khandesh—												
Ahmadnagar . . . . .	51.67	...	...	...	...	...	...	...	...	...	...	...
Dhulia . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Gujarat—												
Surat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ahmadabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
Western—												
Nagpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central—												
Jubbulpore . . . . .	...	...	39	38.56	62.5	60	120	120	...	...	...	...
Eastern—												
Raipur . . . . .	...	...	37	42	100	180	100	75	...	...	...	...
<b>Berar—</b>												
Bawim . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ellichpur . . . . .	...	...	...	...	200	200	130	80	4	3	...	...
Amraoti . . . . .	...	...	...	...	120	180	140	120	31(a)	4(a)	...	...
<b>Madras—</b>												
South, central—												
Coimbatore . . . . .	54.1	60	...	...	...	...	...	100	...	...	2.5	2.5
Salem . . . . .	...	...	...	...	124.1	137.3	65.2	61.7	...	...	6.1	6.6
Central—												
Bellary . . . . .	39.6	48.8	...	...	...	...	...	...	...	...	2.5	...
Cuddapah . . . . .	...	...	...	...	...	...	60.9	66.7	...	...	...	...
Karnul . . . . .	...	...	...	...	39.5	83.3	53.9	55.9	...	...	...	...
East Coast, central—												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	2.9	4.4
East Coast, south—												
Madras . . . . .	42.8	49.4	...	...	139.9	131.7	74.1	57.6	...	...	...	...
Tanjore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	118.3	118.3	...	...	...	...	...	...
Southern—												
Madura . . . . .	...	...	...	...	106.8	115.5	...	...	...	...	4.3	4.3
<b>Mysore—</b>												
Mysore . . . . .	68.56	68.56	...	...	374	374	116.87	101.29	10.71	20.5	7.14	7.14
Bangalore . . . . .	38.53	55.69	...	...	342.5	342.75	154.12	85.69	8.5	16.67	10	12.5

(a) Per 100 pulleys weighing on an average 158 lbs.

(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

JAWAR STALKS.		BHUSA.		SHEEP, PER SCORE.		GOATS, PER SCORE.		PLOWH BULLOCKS, PER PAIR.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
8.33	5	...	...	140	140	...	...	80	80	Rajputana— Eastern— Ajmere.
...	5	...	...	50	50	...	...	75	75	Panjab— Southern— Ferozpur.
...	...	...	...	100	50	...	...	112.5	105	Central— Lahore.
10	5	...	...	60	60	...	...	125	125	South-eastern— Delhi.
...	...	...	...	...	60	...	...	70	...	Submontane— Amritsar.
4.01	6.67	...	...	60	60	...	...	60	60	Northern— Rawalpindi.
7.03	5	...	...	50	50	...	...	70	70	Western— Multan.
...	...	...	...	...	...	...	...	...	...	Sind and Baluchistan— Karachi. Shikarpur.
...	...	7.5	8.75	40 to 140	40 to 140	...	...	...	...	Quetta.
...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dharwar. Sholapur. Poona.
...	...	...	...	...	...	...	...	...	...	Khandesh— Ahmadnagar. Dhulia.
...	...	...	...	...	...	...	...	...	...	Gujarat— Surat. Ahmadabad.
...	...	...	...	60	60	...	...	70	70	Central Provinces— Western— Nagpur.
...	...	...	...	40	35	...	...	42	26	Central— Jubbulpore.
...	...	...	...	...	...	...	...	...	...	Eastern— Raipur.
...	...	...	...	50	50	...	...	60	60	Berar— Basim. Ellichpur.
4 3	4 2.25(a)	...	...	55	50	...	...	90	90	Amratoti.
...	...	...	...	80	80	80	80	60	60	Madras— South, central— Coimbatore. Salem.
...	...	...	...	60	100	60	100	70	120	Central— Bellary. Cuddapah. Karnul.
...	...	...	...	...	...	...	...	...	...	East Coast, central— Nellore.
...	...	...	...	55 80	55 67.5	55 80	55 67.5	...	...	East Coast, south— Madras. Tanjore. Trichinopoly.
...	...	...	...	...	...	...	...	40	41	Southern— Madura.
2.63	2.63	...	...	100 100	100 160	...	...	70 130	70 130	Mysore— Mysore. Bangalore.

(a) Per 100 pullies weighing on an average 743 lbs.

J. E. O'CONOR,

Director-General of Statistics.

J. F. FINLAY,

Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT

May 26, 1899.

B



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE 1st HALF OF APRIL 1899. (*The figures represent*

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Andropogon sorghum).		BAJRA OR CUMBU (Pennisetum typhoides).	
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Best sort.		Common.		Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
					Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.				
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	...	...	10 10	10 10	11 5	11 5	...	...	...	...
Tavoy . . . . .	...	...	...	...	13 7	13 7	15 13	15 13	...	...	...	...
Moulmein and Amherst . . . . .	7 —	7 —	...	...	10 3	10 3	12 3	12 3	...	...	...	...
<i>Pegu (deltaic)—</i>												
Pegu . . . . .	...	...	...	...	10 2	10 2	14 3	14 3	...	...	...	...
Rangoon . . . . .	9 12	10 —	...	...	11 6	11 2	14 8	14 4	...	...	...	...
Thongwa . . . . .	...	...	...	...	11 3	11 5	12 1	13 2	...	...	...	...
Bassein . . . . .	...	...	...	...	11 14	11 14	13 9	13 9	...	...	...	...
<i>Pegu (inland)—</i>												
Tharawadi . . . . .	...	...	...	...	11 11	11 11	14 —	14 —	...	...	...	...
Henzada . . . . .	...	...	...	...	10 11	8 5	14 11	9 15	...	...	...	...
Prome . . . . .	...	...	...	...	10 5	9 9	13 4	13 4	...	...	...	...
Toungoo . . . . .	...	...	...	...	11 3	11 3	12 6	12 6	...	...	...	...
Thayetmyo . . . . .	13 6	12 12	...	...	10 9	10 9	14 8	13 12	32 10	32 10	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	11 3	11 —	...	...	11 9	11 9	12 1	12 1	...	...	...	...
Bamo . . . . .	...	...	...	...	13 —	12 —	17 —	17 —	...	...	...	...
Pakokku . . . . .	...	...	...	...	9 2	9 2	12 12	10 10	18 8	13 4	...	...
Meiktila . . . . .	...	...	...	...	13 2	13 2	15 5	15 5	...	...	...	...
<i>Arakan—</i>												
Sandoway . . . . .	...	...	...	...	15 —	16 12	18 4	21 —	...	...	...	...
Kyaukpada . . . . .	...	...	...	...	10 3	12 8	12 —	13 8	...	...	...	...
Akyab . . . . .	...	...	...	...	15 —	15 —	16 —	16 —	...	...	...	...
<b>Assam—</b>												
<i>Surma—</i>												
Sylhet . . . . .	...	...	...	...	15 12	15 12	17 8	19 4	...	...	...	...
Cachar . . . . .	8 —	8 —	...	...	8 —	8 —	16 —	16 —	...	...	...	...
<i>Hill tracts—</i>												
Khasi and Jaintia Hills . . . . .	6 5	6 7	...	...	6 1	6 1	8 1	8 1	...	...	...	...
Garo Hills . . . . .	...	...	...	...	4 8	4 8	20 —	20 —	...	...	...	...
Manipur . . . . .	...	...	...	...	30 —	31 —	36 —	37 —	...	...	...	...
<i>Brahmaputra—</i>												
Goalpara . . . . .	24 —	24 —	...	...	6 —	6 —	17 —	16 —	...	...	...	...
Kamrup . . . . .	9 —	9 8	...	...	10 8	10 —	16 —	16 —	...	...	...	...
Darrang . . . . .	9 —	9 —	...	...	11 —	11 —	13 8	13 —	...	...	...	...
Nowgong . . . . .	...	...	...	...	5 12	5 12	16 —	16 —	...	...	...	...
Sibsagar . . . . .	...	...	...	...	6 —	6 4	12 —	13 —	...	...	...	...
Lakhimpur . . . . .	8 8	8 8	...	...	6 8	6 8	14 —	14 —	...	...	...	...
<b>Bengal—</b>												
<i>Eastern hill tracts—</i>												
Naga Hills . . . . .	...	...	...	...	5 —	5 —	12 —	12 —	...	...	...	...
<i>Eastern—</i>												
Backerganj . . . . .	...	...	...	...	14 —	14 —	15 —	15 —	...	...	...	...
Noakhali . . . . .	...	...	...	...	11 —	10 10	16 —	16 3	...	...	...	...
Chittagong . . . . .	...	...	...	...	12 —	11 —	14 8	14 —	...	...	...	...
Tippura . . . . .	...	...	...	...	10 —	10 —	18 3	18 3	...	...	...	...
Dacca . . . . .	14 —	14 3	32 —	32 —	13 —	12 —	19 —	18 4	...	...	...	...
Maimensingh . . . . .	12 8	13 8	10 —	9 8	16 —	16 —	18 —	18 —	...	...	...	...
<i>Deltaic—</i>												
Khulna . . . . .	...	...	...	...	16 —	15 —	19 —	19 —	...	...	...	...
24-Pargannas . . . . .	...	...	...	...	10 —	10 —	14 —	14 8	...	...	...	...
Midnapur . . . . .	18 —	18 —	...	...	14 —	14 —	18 —	18 —	...	...	...	...
Howrah . . . . .	...	...	...	...	10 8	10 8	14 —	14 —	...	...	...	...
Calcutta . . . . .	12 4	12 4	17 12	17 12	8 —	8 —	12 4	12 4	17 12	18 —	17 12	16 —
Hooghly . . . . .	14 —	14 —	...	...	8 —	8 —	14 —	14 —	...	...	...	...
Nadia (Krishnagarh) . . . . .	18 13	20 —	26 11	32 —	6 2	6 11	15 9	15 9	...	...	...	...
Jessore . . . . .	10 —	12 —	16 —	15 —	12 —	12 —	19 —	18 8	...	...	...	...
Faridpur . . . . .	18 —	18 —	20 —	20 —	6 8	6 —	19 —	20 —	...	...	...	...

the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MARUA OR RAGI ( <i>Elev- sine cora- cana</i> ).		KANGNI OR KARUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Ocra arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADJAN PRA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	...	...	...	...	...	...	18 14	18 14	Burma—
...	...	...	...	6 9	6 9	...	...	...	...	16 14	16 14	Tenasserim—
...	...	...	...	9 5	9 5	...	...	7 —	7 —	14 —	14 —	Mergui.
...	...	...	...	...	...	...	...	...	...	...	...	Tavoy.
...	...	...	...	...	...	...	...	...	...	...	...	Moulmein and Amherst.
...	...	...	...	11 2	11 2	20 8	20 8	9 —	9 —	14 —	14 8	Pegu (deltaic)—
...	...	...	...	13 —	13 —	...	...	10 —	10 4	19 12	19 8	Pegu.
...	...	...	...	...	...	...	...	...	...	16 2	16 2	Rangoon.
...	...	...	...	9 7	9 10	...	...	...	...	15 15	15 15	Thongwa.
...	...	...	...	...	...	...	...	...	...	...	...	Bassein.
...	...	...	...	8 8	8 8	...	...	...	...	14 4	14 4	Pegu (inland)—
...	...	...	...	8 15	13 9	...	...	5 11	5 11	10 —	10 —	Thrawadi.
...	...	...	...	13 3	11 14	...	...	9 6	8 —	14 3	14 3	Henzada.
...	...	...	...	9 12	9 12	...	...	...	...	11 6	12 10	Prome.
...	...	...	...	16 —	16 —	37 9	37 9	11 8	11 —	14 8	14 8	Toungoo.
...	...	...	...	...	...	...	...	...	...	...	...	Thayetmyo.
...	...	...	...	19 6	17 8	...	...	9 8	9 —	15 2	15 2	Upper Burma—
...	...	...	...	6 —	6 8	...	...	6 8	6 8	9 —	9 —	Mandalay.
...	...	...	...	17 2	17 2	...	...	6 7	6 7	14 3	14 3	* Bamo.
...	...	...	...	17 8	17 8	56 14	56 14	5 —	5 —	14 4	14 4	Pakokku.
...	...	...	...	...	...	...	...	...	...	...	...	Meiktila.
...	...	...	...	...	...	...	...	...	...	15 4	15 4	Arakan—
...	...	...	...	...	...	...	...	...	...	24 —	24 —	Sandoway.
...	...	...	...	10 —	10 —	...	...	7 —	7 —	10 —	10 —	Kyaukpyn.
...	...	...	...	...	...	...	...	...	...	...	...	Akyab.
...	...	...	...	...	...	...	...	...	...	...	...	Assam—
...	...	...	...	13 4	14 8	...	...	11 4	11 4	10 4	10 2	Surma—
...	...	...	...	10 10	10 10	...	...	9 2	9 2	8 —	8 —	Sylhet.
...	...	...	...	...	...	...	...	...	...	...	...	Cachar.
...	...	...	...	6 9	9 4	16 12	12 4	7 3	7 4	6 6	6 1	Hill tracts—
...	...	...	...	8 —	8 —	...	...	6 —	6 —	6 8	6 4	Khási and Jaintia Hills.
...	...	...	...	...	...	...	...	3 —	3 —	4 —	4 —	Garo Hills.
...	...	...	...	...	...	...	...	...	...	...	...	Manipur.
...	...	...	...	13 —	13 8	...	...	11 —	11 —	10 —	10 —	Brahmaputra—
...	...	...	...	15 —	14 —	...	...	11 —	10 8	10 —	10 —	Goalpara.
...	...	...	...	12 —	12 —	...	...	10 —	10 —	10 —	10 —	Kamrup.
...	...	...	...	9 —	9 —	...	...	9 —	9 —	9 —	9 —	Darrang.
...	...	...	...	10 —	10 —	...	...	9 —	9 —	9 —	9 —	Nowgong.
...	...	...	...	13 —	13 —	...	...	10 —	10 —	8 —	8 —	Sibsagar.
...	...	...	...	...	...	...	...	...	...	...	...	Lakhimpur.
...	...	...	...	...	...	...	...	...	...	...	...	Bengal—
...	...	...	...	5 —	5 —	...	...	4 8	4 8	4 8	4 8	Eastern hill tracts—
...	...	...	...	...	...	...	...	...	...	...	...	Naga Hills.
...	...	...	...	15 —	15 —	...	...	...	...	10 —	10 —	Eastern—
...	...	...	...	12 8	12 8	...	...	...	...	9 —	9 —	Backerganj.
...	...	...	...	12 —	12 —	...	...	9 —	9 —	10 8	10 —	Noakhali.
...	...	...	...	16 —	16 —	...	...	13 —	12 14	10 —	10 —	Chittagong.
...	...	...	...	8 —	8 —	...	...	12 8	10 8	9 8	9 8	Tippera.
...	...	...	...	...	...	...	...	...	...	...	...	Dacca.
...	...	...	...	...	...	...	...	...	...	...	...	Maimensingh.
...	...	...	...	16 —	14 —	...	...	10 —	10 —	10 —	10 —	Deltaic—
...	...	...	...	18 4	18 4	...	...	13 14	14 —	11 —	11 —	Khulna.
...	...	...	...	22 —	20 —	...	...	14 —	14 —	11 8	11 4	24-Parganas.
...	...	...	...	16 —	16 —	...	...	13 4	13 —	10 8	10 8	Midnapur.
...	...	10 —	10 —	17 12	17 12	22 —	26 —	12 4	12 4	10 —	10 —	Howrah.
...	...	...	...	16 —	16 —	...	...	11 —	11 —	10 —	10 —	Calcutta.
...	...	...	...	32 —	32 —	...	...	13 5	11 7	11 10	11 7	Hooghly.
...	...	...	...	21 —	20 —	...	...	12 —	12 —	9 2	10 —	Nadia (Krishnagarh).
...	...	...	...	23 —	23 —	...	...	4 —	8 —	10 —	10 —	Jessore.
...	...	...	...	...	...	...	...	...	...	...	...	Faridpur.



## RETAIL PRICES FOR THE 1st HALF OF APRIL 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Andropogon sorghum).		BAJRA OR CUMBU (Pennisetum typhoides).	
	Half-month of report.	Pre-vious half-month.	Half-month of rep ort.	Pre-vious half-month.	Best sort.	Common.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
<b>Bengal—continued.</b>												
<i>Central—</i>												
Bankura . . . . .	16 —	15 —	20 —	...	13 4	13 4	17 8	18 12	...	...	...	...
Bardwan . . . . .	16 8	16 8	...	...	15 —	15 —	16 8	17 —	...	...	...	...
Birbhum . . . . .	18 —	18 —	...	...	15 —	15 —	18 —	18 —	...	...	...	...
Murshidabad . . . . .	19 — and 21 4	21 —	32 —	32 —	15 —	15 —	18 —	19 —	...	...	...	...
Santhal Parganas . . . . .	14 8	14 8	30 —	32 —	12 8	14 8	19 —	23 —	...	...	...	...
Pabna . . . . .	22 8	22 8	35 —	35 —	7 —	7 —	18 —	18 12	...	...	...	...
Bogra . . . . .	16 8	16 8	...	...	15 —	15 —	22 8	22 8	...	...	...	...
Rajshahi . . . . .	21 6	25 8	45 —	45 —	15 12	12 —	19 2	19 2	...	...	...	...
Malda . . . . .	23 —	18 —	...	...	10 —	10 —	20 —	20 —	...	...	...	...
<i>Northern—</i>												
Rangpur . . . . .	12 —	12 —	...	...	10 —	10 —	19 —	19 —	...	...	...	...
Dinajpur . . . . .	16 —	16 —	16 —	16 —	13 —	15 10	20 —	21 10	...	...	...	...
Jalpaiguri . . . . .	18 —	18 —	...	...	5 —	5 —	15 —	16 —	...	...	...	...
<i>Hills—</i>												
Darjeeling . . . . .	9 —	9 —	10 —	10 —	5 8	5 8	16 —	14 —	...	...	...	...
<i>Orissa—</i>												
Puri . . . . .	12 —	11 —	...	...	11 —	8 —	18 6	18 6	...	...	...	...
Cuttack . . . . .	14 7	13 2	...	...	10 8	10 8	16 6	16 6	...	...	...	...
Balasore . . . . .	16 —	16 —	10 —	10 8	13 —	14 —	18 —	18 —	...	...	...	...
<i>Chota-Nagpur—</i>												
Singbhum . . . . .	8 —	8 —	...	...	16 —	16 —	20 —	20 —	...	...	...	...
Manbhum . . . . .	14 —	14 —	34 —	28 —	12 8	13 —	21 8	23 —	...	26 —	...	...
Lorhādaga . . . . .	8 — to 17 —	8 — to 18 —	22 —	22 —	8 — to 13 —	8 — to 14 —	19 —	20 —	...	...	...	...
Palāman . . . . .	20 4	21 6	30 6	30 6	18 —	18 —	19 11	20 4	...	...	...	...
Hazāribāgh . . . . .	16 —	15 —	24 —	24 —	8 —	8 —	18 —	18 —	...	...	...	...
<i>Bihār, south—</i>												
Monghyr . . . . .	21 4	21 4	27 —	27 —	11 8	11 8	14 14	14 12	...	...	...	...
Gaya . . . . .	20 —	19 —	32 —	26 4	11 —	9 4	18 —	18 —	23 —	23 —	...	...
Patna . . . . .	19 —	20 —	28 —	30 —	15 —	16 —	20 —	21 —	35 —	35 —	...	...
Shahabad . . . . .	17 — and 18 —	17 — and 18 —	23 —	...	8 — and 9 —	9 —	16 — to 18 —	14 — to 17 —	...	...	...	...
<i>Bihār, north—</i>												
Purnea . . . . .	20 — and 27 —	16 —	...	...	15 —	15 —	17 —	16 8	...	...	...	...
Bhāgalpur . . . . .	17 12	17 12	30 4	30 8	13 4	14 —	16 8	16 8	...	...	...	...
Darbhanga . . . . .	14 —	17 —	24 —	25 —	9 —	9 8	13 —	14 —	...	...	...	...
Muzaffarpur . . . . .	16 —	17 —	25 —	...	8 —	8 —	14 —	14 —	...	...	...	...
Saran . . . . .	17 —	18 —	27 —	25 —	8 —	8 —	15 —	15 —	...	31 —	...	...
Champaran . . . . .	15 —	15 —	31 —	31 —	7 —	6 8	13 —	12 8	...	...	...	...
<b>N.-W. Provinces—</b>												
<i>Eastern—</i>												
Mirzapur . . . . .	17 8	17 8	28 —	28 —	11 —	11 —	15 —	15 —	26 —	26 —	24 —	24 —
Benares . . . . .	16 10	16 6	25 12	23 11	8 6	8 6	13 13	13 9	24 —	24 8	21 15	22 5
Ghazipur . . . . .	16 14	16 14	22 12	24 8	7 10	7 10	13 10	13 6	22 12	22 12	20 4	20 4
Jaunpur . . . . .	18 8	19 —	28 8	29 —	7 —	7 —	14 8	14 8	...	...	...	...
Allahabad . . . . .	14 12	10 —	24 4	24 —	9 —	9 —	12 —	12 —	22 —	20 8	22 —	18 8
<i>Central—</i>												
Banda . . . . .	16 4	16 —	23 —	22 8	6 —	...	13 8	13 8	25 —	25 —	25 —	26 —
Fatehpur . . . . .	17 —	17 4	26 —	26 8	10 —	8 —	14 —	14 —	...	...	...	...
Hamirpur . . . . .	16 —	16 —	20 8	20 —	8 —	8 —	11 8	11 —	24 —	25 12	24 —	25 12
Jalaun . . . . .	17 —	16 —	26 —	24 —	8 —	8 —	12 —	12 —	26 —	26 —	26 —	26 —
Cawnpore . . . . .	17 4	17 8	25 —	27 8	...	...	13 —	13 —	27 —	28 —	24 —	25 —
Jhānsi . . . . .	16 —	16 4	27 —	27 —	8 —	8 —	12 4	12 4	28 8	28 8	28 —	25 12
Etawah . . . . .	19 12	17 12	24 8	24 12	5 —	5 —	13 —	13 —	29 8	29 8	24 8	25 8
Farrukhabad . . . . .	18 6	18 1	31 6	30 —	4 12	4 12	12 15	14 5	...	...	...	27 4
Mainpuri . . . . .	19 12	19 4	29 8	32 8	...	...	11 —	11 —	25 8	27 8	30 8	32 8
Etah . . . . .	20 8	20 —	32 —	35 8	4 8	4 8	13 —	13 —	...	33 8	...	30 —
<i>Western—</i>												
Meerut . . . . .	17 8	17 —	24 —	24 —	5 —	5 —	12 —	12 —	20 —	22 —	21 —	21 —
Agra . . . . .	17 —	16 8	26 —	26 —	8 —	8 —	12 —	12 —	25 —	25 —	22 8	23 —
Muttra . . . . .	18 4	18 —	28 2	29 12	7 12	7 8	13 4	14 2	24 8	25 8	23 —	23 2
Aligarh . . . . .	19 —	18 —	25 —	31 —	5 8	5 8	...	...	22 8	...	...	...
Bulandshahr . . . . .	20 12	20 —	31 —	35 —	5 —	5 —	12 —	12 —	29 —	29 —	25 —	25 —
<i>Submontane, east—</i>												
Ballia . . . . .	17 8	16 —	30 —	23 —	9 —	7 —	15 —	14 —	28 —	25 —	21 —	20 —
Azamgarh . . . . .	17 1	16 —	26 14	24 5	8 14	4 7	14 —	14 8	...	25 1	...	...
Gorakhpur . . . . .	18 7	17 4	28 —	25 2	12 5	12 3	15 5	14 12	24 6	27 —	22 8	22 8
Basti . . . . .	20 —	19 8	30 —	30 —	10 —	10 —	15 4	15 4	...	...	...	...

represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MAEUA OR RAGI ( <i>Eleusine coracana</i> ).		KANGNI OR KARUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADJAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
...	...	...	...	15 —	15 —	...	...	13 12	12 —	10 —	10 —	Bengal—continued.
...	...	...	...	24 —	21 8	...	...	16 —	14 —	12 4	12 4	Central—
...	...	...	...	26 4	26 —	...	...	15 —	14 —	10 8	10 8	Bankura.
...	...	...	...	32 —	32 —	...	...	18 —	18 —	11 —	11 —	Bardwan.
...	...	...	...	20 —	21 —	30 —	32 —	30 —	25 —	10 —	10 8	Birbhum.
...	...	...	...	26 4	26 4	...	...	12 8	12 8	9 12	9 12	Murshidabad.
...	...	...	...	24 —	19 8	...	...	9 12	9 12	9 12	9 12	Saunthal Parganas.
...	...	...	...	33 12	24 — and 33 12	...	...	24 6	26 4	9 12	9 12	Pabna.
...	...	...	...	35 —	22 —	...	...	14 —	14 —	9 8	9 8	Bogra.
...	...	...	...	20 —	20 —	21 —	21 —	8 —	9 —	9 —	9 —	Rajshahi.
...	...	...	...	19 —	19 —	...	...	16 8	16 8	10 10	10 10	Malda.
...	...	...	...	20 —	17 8	...	...	12 —	12 —	10 —	10 —	Northern—
14 —	14 —	...	...	12 —	11 4	24 —	24 —	8 —	8 —	8 —	8 —	Rangpur.
...	...	...	...	15 12	15 —	...	...	10 8	8 2	13 4	13 4	Dinajpur.
...	...	...	...	18 6*	18 6*	...	...	21 —	21 —	10 12	10 12	Jalpaiguri.
...	...	...	...	16 —	16 —	...	...	10 8	10 8	11 4	11 4	Hills—
...	...	...	...	9 —	9 —	...	...	10 —	10 —	7 —	7 —	Darjeeling.
...	...	...	...	19 —	18 —	...	...	24 —	14 —	10 —	11 —	Orissa—
...	...	...	...	17 —	20 —	28 —	26 —	11 —	11 —	9 8	9 8	Puri.
38 —	39 —	...	...	18 —	28 11	27 —	30 6	13 —	13 —	8 7	8 6	Cuttack.
30 7	33 12	...	...	27 —	28 11	27 —	30 6	21 15	23 10	8 7	8 6	Balasore.
30 —	28 —	...	...	24 —	24 —	24 —	24 —	12 8	12 8	9 —	9 —	Chota-Nagpur—
...	...	...	...	28 9	29 12	25 —	25 —	13 12	13 12	10 —	10 —	Singbhum.
...	...	13 —	13 —	28 —	29 —	...	...	16 —	17 —	10 —	10 —	Manbhum.
...	...	20 —	20 —	29 —	30 —	35 —	45 —	20 —	20 —	11 —	11 —	Lohardaga.
...	...	...	...	28 —	26 —	...	...	27 —	...	10 8	10 8	Paláman.
...	...	...	...	29 —	29 —	...	...	11 —	11 —	10 8	10 8	Hazaribágh.
...	...	...	...	16 —	16 —	...	...	11 —	11 —	10 8	10 8	Bihár, south—
...	...	...	...	25 4	25 8	30 4	30 8	14 —	14 —	10 —	10 —	Monghyr.
25 —	26 —	...	...	21 —	22 —	26 —	26 —	16 —	14 —	10 4	10 8	Gaya.
...	...	...	...	24 —	23 —	25 —	23 —	16 —	16 —	11 4	11 8	Patna.
24 —	35 —	20 —	16 —	24 —	27 —	27 —	29 —	18 —	18 8	10 12	10 8	Shahabad.
...	...	...	...	21 —	21 —	24 —	24 —	14 8	14 8	10 8	10 8	Bihár, north—
...	...	...	...	28 —	28 —	28 —	28 —	18 —	18 —	10 —	10 —	Furnea.
...	...	14 —	14 —	26 13 1/2	25 14 1/2	26 9	27 2	17 10	16 4	10 6 1/2	10 6 1/2	Bhágaiapur.
...	...	16 5	16 5	28 4	28 8	...	...	17 12	18 8	9 4	9 4	Darbhanga.
...	...	15 4	15 12	26 —	26 —	...	28 —	21 —	21 —	11 4	11 4	Muzaffarpur.
...	...	...	...	25 —	24 —	26 —	...	16 —	16 —	10 —	10 8	Sáran.
...	...	...	...	27 12	30 —	...	...	18 —	16 —	10 12	11 —	Champaran.
...	...	...	...	26 —	27 8	...	...	17 —	17 —	...	10 12	N.-W. Provinces—
...	...	...	...	25 12	29 12	...	...	16 —	16 —	10 8	10 4	Eastern—
...	...	...	...	28 —	28 —	...	...	16 —	16 —	11 —	11 12	Mirzapur.
...	...	24 —	24 —	23 —	24 8	31 8	32 —	20 —	19 —	11 12	11 12	Benares.
...	...	...	...	24 8	25 —	33 —	33 —	19 8	18 —	11 —	11 —	Ghazipur.
22 —	22 —	14 —	14 —	25 8	26 8	29 8	30 8	21 —	19 —	11 2	11 4	Jaunpur.
...	...	...	...	25 3	22 8	...	...	16 5	16 5	10 15	11 4	Allahabad.
...	...	...	...	24 —	22 —	37 8	39 8	19 8	19 8	11 —	11 —	Central—
...	...	...	...	25 8	25 8	...	40 —	18 8	18 8	11 8	11 8	Banda.
...	...	...	...	19 —	19 —	30 —	28 —	14 8	14 8	11 4	11 8	Fatehpur.
...	...	24 —	24 —	21 8	22 —	28 —	28 —	16 —	16 —	12 —	12 —	Hamirpur.
...	...	...	...	22 2	22 12	...	...	16 8	15 8	11 12	12 —	Jalaun.
...	...	16 8	16 8	23 —	23 8	35 —	...	18 —	16 12	11 8	...	Cawnpore.
...	...	23 —	23 —	20 12	20 12	39 —	38 —	16 —	17 —	11 4	11 4	Jhānsi.
24 —	24 —	...	17 —	27 —	25 —	25 —	27 —	15 —	16 —	10 —	10 —	Etawah.
21 8	21 9	15 12	16 2	24 14	21 14	...	25 1	17 —	16 15	10 —	10 —	Farukhabad.
...	...	...	...	23 9	19 6	...	24 12	20 12	19 1	9 12	9 12	Mainpuri.
...	...	...	...	25 —	23 —	...	25 12	19 —	18 4	11 —	11 —	Etah.
...	...	...	...	19 —	19 —	30 —	28 —	14 8	14 8	11 4	11 8	Western—
...	...	...	...	21 8	22 —	28 —	28 —	16 —	16 —	12 —	12 —	Meerut.
...	...	...	...	22 2	22 12	...	...	16 8	15 8	11 12	12 —	Agra.
...	...	...	...	23 —	23 8	35 —	...	18 —	16 12	11 8	...	Muttra.
...	...	...	...	20 12	20 12	39 —	38 —	16 —	17 —	11 4	11 4	Aligarh.
...	...	...	...	27 —	25 —	25 —	27 —	15 —	16 —	10 —	10 —	Bulandshahr.
...	...	...	...	24 14	21 14	...	25 1	17 —	16 15	10 —	10 —	Submontane, east—
...	...	...	...	23 9	19 6	...	24 12	20 12	19 1	9 12	9 12	Ballia.
...	...	...	...	25 —	23 —	...	25 12	19 —	18 4	11 —	11 —	Azangurh.
...	...	...	...	...	...	...	...	...	...	...	...	Gorakhpur.
...	...	...	...	...	...	...	...	...	...	...	...	Basti.

\* Kalaj.



## RETAIL PRICES FOR THE 1st HALF OF APRIL 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR OHOLUM ( <i>Andropogon sorghum</i> ).		BAJRA OR CUMBU ( <i>Pennisetum typhoides</i> ).	
					Best sort.		Common.					
	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.
<b>N.-W. Provinces—contd.</b>												
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	20 4	19 8	34 —	34 —	10 4	10 4	14 4	14 4	26 —	26 —	25 —	25 —
Budaun . . . . .	19 8	18 12	30 8	33 —	13 8	14 —	14 —	14 —	26 —	26 —	25 —	25 —
Pilibit . . . . .	18 8	17 8	37 —	36 —	5 4	5 4	16 6	16 6	26 —	26 —	25 —	25 —
Bareilly . . . . .	18 7	17 3	27 8	27 8	6 4	6 14	11 14	11 12	25 —	26 4	20 —	23 12
Moradabad . . . . .	19 12	19 8	32 8	30 12	5 4	5 4	13 —	13 —	31 —	31 —	24 4	26 8
Bijnor . . . . .	19 2	16 5	31 8	28 2	4 8	4 —	11 4	11 4	—	—	—	21 8
Muzaffarnagar . . . . .	19 9	19 4	33 —	33 —	—	—	12 2	11 8	20 —	—	—	—
Saharanpur . . . . .	20 15	18 12	32 12	29 8	4 13	4 13	11 4	11 4	22 9	22 9	20 7	23 10
Dehra-Dun . . . . .	17 8	17 8	27 8	27 8	6 4	6 10	11 1	11 12	17 —	18 —	16 9½	16 —
<i>Hills—</i>												
Naini Tal . . . . .	13 —	13 —	22 —	21 —	4 —	4 —	10 —	10 —	—	—	—	—
Almora . . . . .	11 4	11 8	17 —	17 —	4 —	5 —	9 8	10 8	—	—	—	—
Garhwāl . . . . .	12 —	12 —	16 —	16 —	7 —	7 —	10 8	11 —	—	—	—	—
<b>Oudh—</b>												
<i>Southern—</i>												
Partabgarh . . . . .	20 8	21 —	32 —	32 —	—	—	14 8	14 8	24 —	—	24 —	—
Sultānpur . . . . .	20 —	20 8	28 8	28 8	8 —	8 —	15 8	16 —	26 —	26 —	20 —	20 —
Rae-Bareilly . . . . .	19 4	19 12	26 8	30 —	5 —	5 —	14 8	15 12	25 —	25 —	22 —	22 —
Unao . . . . .	18 8	16 8	26 —	25 —	8 —	8 —	14 —	14 —	23 —	23 —	22 —	22 —
Lucknow . . . . .	19 —	18 12	26 8	31 —	5 8	5 8	13 8	14 —	31 —	32 —	26 8	27 —
Hardoi . . . . .	20 8	22 —	34 —	35 —	—	—	16 —	16 —	—	25 —	30 —	30 —
<i>Northern—</i>												
Fyzabad . . . . .	18 8	18 8	27 —	26 —	12 —	12 —	15 —	15 —	33 —	31 —	19 8	22 8
Barabanki . . . . .	18 8	18 8	24 —	24 —	—	—	14 —	14 —	28 —	28 —	24 —	24 —
Gonda . . . . .	20 12	20 8	34 —	32 —	—	—	16 2	16 2	25 —	32 8	24 —	26 —
Bahraich . . . . .	20 —	18 —	40 —	39 —	7 —	7 —	15 —	16 —	42 —	40 —	27 —	28 —
Sitapur . . . . .	19 4	19 12	33 —	33 —	6 —	5 —	13 —	14 —	—	—	—	—
Kheri . . . . .	19 —	20 8	30 —	36 —	5 —	5 —	14 —	15 —	40 —	40 —	—	—
<b>Rajputana—</b>												
<i>Eastern—</i>												
Partabgarh . . . . .	20 5	20 5	31 4	31 4	7 13	7 13	14 1	14 1	31 4	37 8	—	18 12
Banswara . . . . .	17 3	15 5	12 8	12 8	6 4	5 10	12 8	14 6	—	—	—	—
Meywar (Udaipur) . . . . .	15 3	14 7	22 4	21 7	8 9	8 9	9 6	9 6	28 2	26 14	14 13	15 3
<i>Hilly Tracts of Meywar (Dangarpur)</i>												
Sircchi . . . . .	13 4	13 4	20 —	21 —	5 8	5 8	7 —	7 —	14 —	13 —	14 —	14 —
Erinpura . . . . .	14 —	14 2	21 10	21 10	6 10	6 10	9 3	9 3	20 6	20 6	16 4	16 4
Ajmere . . . . .	14 2½	14 2½	20 5½	19 10½	6 5½	6 5½	9 10	9 2½	29 8	21 —	17 10½	17 2½
Abu . . . . .	12 15½	12 5½	18 7	17 10	5 10	5 12	7 6	7 4	—	—	13 11	13 8
Kishengarh . . . . .	13 10	13 8	19 4	18 —	5 8	5 8	6 8	6 8	19 8	19 12	18 4	17 12
Bundi . . . . .	10 8	16 4	28 8	28 4	6 8	6 8	8 8	8 8	31 2	30 12	20 8	20 8
Kotah . . . . .	19 —	19 12	28 —	30 —	6 10	7 —	8 6	8 12	32 —	33 4	19 12	19 12
Jhalawar . . . . .	17 7½	17 —	32 15½	33 1½	7 10	7 10	11 14½	12 —	29 14½	30 —	20 2½	20 2½
Tonk . . . . .	14 6	14 —	18 12	20 —	4 —	4 —	7 —	6 —	21 12	21 —	—	—
Jaipur . . . . .	12 12	12 —	18 4	18 12	4 4	4 4	6 8	6 8	21 —	19 —	16 12	16 8
Kerauli . . . . .	16 4	15 —	23 2	25 10	9 11	9 11	10 15	9 11	25 —	27 3	23 13	23 12
Dholpur . . . . .	16 8½	16 —	26 1½	27 —	9 —	9 —	10 2	10 2	24 11½	26 2	25 5½	26 3
Bharatpur . . . . .	16 15	16 12	26 10	29 2	5 —	5 —	8 —	8 —	27 5	28 —	25 12	25 14
Alwar . . . . .	15 13	15 6	24 14½	23 7	5 12	5 12	9 4	9 4	23 —	23 4	21 —	20 9
Deoli Cantonment . . . . .	16 6	15 5	21 8	21 11	4 —	4 —	6 —	6 —	24 4	24 —	22 13	23 —
Nasirabad Cantonment . . . . .	14 —	14 —	—	—	7 —	7 —	9 —	9 —	20 —	22 8	18 8	18 8
Bālmēr . . . . .	13 —	13 —	—	—	5 8	5 8	7 8	7 8	—	—	15 —	15 —
Arādra . . . . .	14 3½	13 5½	—	—	6 8	6 8	7 8	7 10	—	—	—	—
Shahpura . . . . .	15 10	14 6	—	—	6 8	6 8	7 8	7 10	—	—	—	—
Western—	12 13	12 13	18 1	18 1	6 15	6 15	7 9½	7 9½	17 12	17 12	15 11½	15 11½
Jodhpur . . . . .	13 7	13 7	—	—	6 8	6 8	10 —	10 —	13 —	15 3	11 8	12 9
Jaisalmer . . . . .	9 —	9 13	—	—	3 12	3 12	5 9½	6 —	—	—	13 —	13 —
Bikaner . . . . .	12 5½	12 —	14 5½	15 8	—	—	—	—	—	—	—	—
<b>Central India—</b>												
Indore . . . . .	15 —	14 8	24 —	24 —	8 4	8 4	9 4	9 4	26 8	27 —	22 —	22 —
Nimach Cantonment . . . . .	15 8	15 8	—	—	7 —	7 —	8 —	8 —	26 —	25 —	23 —	22 —
Gwalior . . . . .	10 5½	10 1½	18 9½	19 14½	5 5	5 13½	6 6	6 10½	19 6½	19 10½	19 2	18 1
<b>Panjab—</b>												
<i>Southern—</i>												
Hissar . . . . .	18 —	18 —	26 —	25 —	—	—	10 —	10 —	20 —	20 —	18 —	18 —
Ferozpur . . . . .	18 —	18 —	32 —	32 —	—	—	10 —	10 —	20 —	20 —	20 —	20 —
<i>Central—</i>												
Lahore . . . . .	17 —	18 —	33 —	34 —	—	—	12 —	12 —	21 —	22 —	21 —	20 —
Gujranwala . . . . .	17 —	17 —	32 —	32 —	—	—	14 —	13 —	25 —	25 —	20 —	20 —
Gujrat . . . . .	18 —	17 —	32 —	28 —	—	—	10 —	11 —	26 —	24 —	24 —	22 —
Jhelum . . . . .	17 —	17 —	32 —	32 —	—	—	12 —	12 —	25 —	25 —	23 —	22 —

represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MARUA OR BAGI ( <i>Eleusine coracana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer aristinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADJAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	25 —	21 —	...	...	18 —	18 —	11 4	11 4	N.-W. Provinces—contd.
...	...	13 —	15 —	24 8	25 —	35 —	35 —	20 —	19 —	10 12	10 12	Submontane, west—
...	...	...	...	24 12	21 4	37 —	37 —	17 —	17 —	11 —	11 —	Shahjahanpur.
...	...	16 12	21 4	20 —	18 7	35 —	35 —	16 4	13 12	10 —	10 —	Budaun.
...	...	18 —	18 —	19 —	19 —	36 —	36 —	15 —	15 —	11 —	11 —	Pilibitt.
...	...	...	...	19 2	18 9	...	23 2	13 8	13 8	11 —	11 —	Bareilly.
...	...	...	...	20 11	19 4	28 —	28 —	14 5	14 5	11 4	11 4	Moradabad.
26 7	25 9	23 10	23 10	20 15	18 8	32 4	27 11	13 15	13 15	11 4	11 4	Bijnor.
26 8	26 8	...	...	19 4	17 4	28 8	26 8	15 —	14 —	10 8	10 8	Muzaffarnagar.
...	...	...	...	15 —	13 8	...	...	10 —	10 —	8 —	8 —	Saharanpur.
16 —	16 —	...	...	12 4	12 4	...	...	11 —	11 —	8 4	8 8	Dehra-Dun.
...	...	...	...	9 —	10 —	...	...	7 —	8 —	7 —	7 8	Hills—
...	...	...	...	...	...	...	...	...	...	...	...	Naini Tal.
...	...	...	...	...	...	...	...	...	...	...	...	Almora.
...	...	...	...	...	...	...	...	...	...	...	...	Garhwál.
...	...	...	...	27 —	27 —	...	...	18 —	18 —	11 —	11 —	Oudh—
28 —	28 —	25 —	25 —	29 —	28 —	26 —	26 —	18 —	18 —	10 8	10 8	Southern—
...	...	...	...	26 8	28 8	25 —	25 —	18 —	18 —	11 —	11 —	Partabgarh.
...	...	25 —	25 8	26 —	22 —	38 —	29 —	18 —	18 —	11 —	11 —	Sultanpur.
...	...	...	...	24 8	23 —	32 —	32 —	21 8	17 —	11 —	11 —	Rae-Bareilly.
...	...	...	...	26 —	25 —	...	...	20 —	18 —	10 8	10 8	Unao.
...	...	22 —	22 —	24 —	22 8	29 8	29 8	19 —	19 —	11 —	11 —	Lucknow.
...	...	...	...	24 8	20 —	28 —	28 —	20 —	18 —	11 —	11 —	Hardoi.
...	...	8 —	12 —	22 8	22 8	35 —	35 —	18 8	18 8	10 8	10 8	Northern—
45 —	45 —	17 —	17 —	27 —	26 —	35 —	35 —	20 8	21 —	10 8	10 8	Fyzabad.
...	...	...	...	27 —	24 —	...	...	19 —	19 8	11 —	11 —	Barabanki.
...	...	...	...	23 —	23 —	40 —	40 —	19 —	22 —	11 —	11 —	Gonda.
...	...	...	...	...	...	...	...	...	...	...	...	Bahraich.
...	...	...	...	...	...	...	...	...	...	...	...	Sitapur.
...	...	...	...	...	...	...	...	...	...	...	...	Kheri.
...	...	...	...	26 9	28 2	37 8	39 1	15 10	17 3	21 2	19 4	Rajputana—
...	...	...	...	28 12	30 —	32 8	33 12	...	...	8 2	8 2	Eastern—
...	...	13 4	12 8	16 6	15 10	29 11	27 5	12 1	11 11	10 5	10 5	Partabgarh.
...	...	16 —	17 —	25 —	26 —	33 8	35 —	...	...	10 8	10 8	Banswara.
...	...	...	...	15 —	14 —	20 —	20 —	...	...	12 —	12 —	Meywar (Udaipur).
...	...	...	...	15 7	15 7	...	...	...	...	12 4	12 4	Hilly Tracts of Meywar
...	...	9 8	9 4	17 8	16 8	22 —	22 —	...	...	13 8	12 8	(Dungarpur).
...	...	...	...	15 4	15 11	20 3	20 1	10 8 &	10 2 &	11 —	11 —	Sirohi.
...	...	...	...	18 —	16 12	20 —	20 —	10 12	10 12	12 8	12 12	Erinpura.
...	...	...	...	23 6	26 14	29 12	29 8	...	...	10 8	10 2	Ajmere.
...	...	...	...	25 8	26 8	25 12	28 —	9 14	10 —	9 14	10 4	Abu.
...	...	26 1	26 4	23 13	24 9	39 13	40 1	13 15	13 15	10 9	10 7	Kishengarh.
...	...	...	...	17 —	17 —	...	...	...	...	10 4	10 —	Bundi.
...	...	21 —	21 —	15 8 &	16 8 &	19 8	19 —	20 —	20 —	10 8	11 —	Ketah.
...	...	23 12	23 12	20 —	20 15	...	...	19 6	19 6	10 15	11 4	Jhallawar.
...	...	20 13	20 13	23 5	23 6	...	...	18 14	18 2	11 8	11 8	Tonk.
...	...	26 13	26 15	21 2	21 6	27 —	28 —	12 11	23 —	11 13	12 8	Jaipur.
...	...	14 —	14 —	18 —	19 2	24 —	22 14	24 —	24 —	12 8	12 8	Kerani.
...	...	...	...	19 12	19 14	...	...	12 8	12 8	13 —	13 —	Dholpur.
...	...	...	...	17 8	18 —	...	...	...	...	13 —	13 —	Bhartpur.
...	...	...	...	9 12	9 12	...	...	...	...	12 —	12 —	Alwar.
...	...	...	...	15 14	16 —	21 4	21 6	9 —	9 4	12 —	12 —	Deoli Cantonment.
...	...	...	...	14 —	14 —	23 8	22 —	...	...	11 12	11 —	Nasirabad Cantonment.
...	...	...	...	...	...	...	...	...	...	...	...	Bálmér.
...	...	...	...	...	...	...	...	...	...	...	...	Anádra.
...	...	...	...	...	...	...	...	...	...	...	...	Shahpura.
...	...	...	...	13 14	13 14	16 1	18 1	10 7	10 7	13 11	13 11	Western—
...	...	...	...	11 —	12 —	...	...	...	...	21 —	21 —	Jodhpur.
...	...	...	...	15 4	15 —	...	...	10 1	10 —	12 —	12 —	Jaisalmer.
...	...	...	...	...	...	...	...	...	...	...	...	Bikaner.
...	...	...	...	19 —	20 8	32 —	33 —	26 —	16 —	11 —	11 —	Central India—
...	...	...	...	20 —	19 —	...	...	12 8	12 —	12 —	12 —	Indore.
...	...	4 4	4 4	15 12	17 —	23 14	23 14	14 5	9 9	7 11	7 15	Nimach Cantonment.
...	...	...	...	...	...	...	...	...	...	...	...	Gwalior.
†	†	16 —	16 —	23 —	23 —	32 —	32 —	10 —	10 —	11 —	11 —	Panjab—
†	†	...	...	...	...	...	...	...	...	...	...	Southern—
†	†	23 —	20 —	21 —	21 —	29 —	30 —	12 —	13 —	12 14	12 14	Hissar.
†	†	20 —	20 —	21 —	21 —	24 —	26 —	†	†	13 8	13 8	Ferozpur.
†	†	8 —	8 —	21 —	20 —	25 —	25 —	†	†	13 —	13 —	Central—
†	†	...	...	21 —	21 —	26 —	26 —	7 —	7 —	13 8	13 8	Lahore.
...	...	...	...	...	...	...	...	...	...	...	...	Gujranwala.
...	...	...	...	...	...	...	...	...	...	...	...	Gujrat.
...	...	...	...	...	...	...	...	...	...	...	...	Jhelam.

Not sold.

† Not produced.

‡ Not procurable.

§ Husked.

|| Unhusked.



## RETAIL PRICES FOR THE 1st HALF OF APRIL 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Andropogon sorghum).		BAJRA OR CUMBU (Pennisetum typhoides).	
					Best sort.		Common.					
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
<b>Panjab—continued.</b>												
<i>South-eastern—</i>												
Gurgaon . . . . .	17 —	17 —	26 —	26 —	...	...	10 —	10 —	22 —	22 —	20 —	20 —
Delhi . . . . .	18 —	18 —	25 —	25 —	...	...	12 —	12 —	22 —	22 —	20 —	20 —
Rohtak . . . . .	18 —	17 —	26 —	25 —	...	...	14 —	13 —	22 —	21 —	20 —	20 —
Karnal . . . . .	20 —	20 —	30 —	30 —	...	...	10 —	10 —	25 —	25 —	20 —	20 —
<i>Submontane—</i>												
Ambala . . . . .	20 —	19 —	24 —	24 —	...	...	10 —	12 —	29 —	29 —	22 —	23 —
Ludhiana . . . . .	19 —	20 —	33 —	30 —	...	...	11 —	11 —	22 —	23 —	21 —	21 —
Jalandhar . . . . .	20 —	21 —	30 —	27 —	...	...	8 —	11 —	22 —	24 —	19 —	21 —
Hoshiarpur . . . . .	21 —	21 —	30 —	27 —	...	...	12 —	12 —	22 —	22 —	18 —	18 —
Gurdaspur . . . . .	20 —	20 —	40 —	38 —	...	...	12 —	12 —	24 —	24 —	†	†
Amritsar . . . . .	19 —	19 —	37 —	34 —	...	...	11 —	11 —	19 —	20 —	21 —	20 —
Sialkot . . . . .	17 —	18 —	31 —	31 —	...	...	14 —	14 —	27 —	26 —	23 —	23 —
<i>Hills—</i>												
Simla . . . . .	13 —	14 —	17 —	19 —	...	...	9 —	9 —	19 —	19 —	14 —	15 —
Kangra . . . . .	20 —	19 —	26 —	26 —	...	...	16 —	16 —	†	†	†	†
<i>Northern—</i>												
Rawalpindi . . . . .	17 —	16 —	29 —	26 —	...	...	10 —	10 —	26 —	31 —	21 —	20 —
Hazara . . . . .	15 —	17 —	29 —	29 —	...	...	12 —	12 —	24 —	21 —	20 —	20 —
Peshawar . . . . .	16 —	16 —	35 —	32 —	...	...	11 —	10 —	28 —	29 —	19 —	18 —
Kohat . . . . .	17 —	16 —	27 —	31 —	...	...	13 —	13 —	†	†	24 —	22 —
Bannu . . . . .	23 —	23 —	43 —	35 —	...	...	14 —	14 —	41 —	41 —	26 —	23 —
<i>Western—</i>												
Shahpur . . . . .	18 —	19 —	30 —	30 —	...	...	10 —	10 —	22 —	20 —	23 —	21 —
Jhang . . . . .	19 —	18 —	27 —	27 —	...	...	12 —	12 —	32 —	30 —	28 —	27 —
Multan . . . . .	16 —	16 —	24 —	25 —	...	...	16 —	16 —	26 —	26 —	23 —	23 —
Montgomery . . . . .	18 —	18 —	26 —	26 —	...	...	12 —	12 —	†	†	†	†
Dera Ismael Khan . . . . .	19 —	20 —	25 —	25 —	...	...	9 —	8 —	25 —	25 —	23 —	23 —
Muzaffargarh . . . . .	17 —	17 —	24 —	23 —	...	...	15 —	12 —	21 —	20 —	24 —	22 —
Dera Ghazi Khan . . . . .	15 —	16 —	24 —	23 —	...	...	13 —	14 —	21 —	23 —	20 —	20 —
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	12 8	13 —	...	...	10 —	9 —	11 —	10 —	18 —	18 —	17 —	17 8
Hyderabad . . . . .	12 —	12 —	...	...	9 —	9 —	12 —	12 —	20 —	20 —	20 —	20 —
Thar and Parkar (Umarkot) . . . . .	13 —	12 —	...	...	18 —	18 —	19 —	19 —	15 —	16 —	17 —	16 —
Shikarpur . . . . .	16 —	15 —	...	...	8 —	8 —	9 —	9 —	27 —	27 —	24 —	23 —
Upper Sind Frontier . . . . .	14 —	13 —	...	...	10 —	10 —	11 —	11 —	28 —	27 8	27 —	25 —
Quetta . . . . .	14 8 to 15 12	14 — to 15 8	17 14	17 8	4 8	4 —	8 —	8 —	20 —	20 8	18 —	16 8
<b>Bombay—</b>												
<i>Konkan—</i>												
Karwar . . . . .	10 3	10 3	...	...	9 2	9 2	11 2	11 2	15 3	15 3	15 —	15 —
Ratnagiri . . . . .	8 2	8 2	...	...	11 10	11 10	12 13	12 13	11 11	11 11	13 4	13 4
Alibag . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bombay . . . . .	8 7	8 7	...	...	7 10	7 10	10 6	10 6	14 11	14 11	14 9	14 9
Tanna . . . . .	11 14	11 14	...	...	12 —	12 —	12 15	12 15	*	*	16 3	16 3
<i>Deccan—</i>												
Dharwar . . . . .	17 7	14 11	...	...	13 14	14 5	14 6	14 13	24 9	24 9	23 6	23 1
Belgaum . . . . .	15 3	15 3	...	...	11 9	12 10	12 10	13 2	20 12	21 13	20 8	21 7
Satara . . . . .	18 14	17 6	...	...	9 9	10 5	11 10	11 10	21 14	21 10	19 7	19 7
Sholapur . . . . .	16 12	16 12	...	...	12 7	11 8	13 10	12 11	32 3	31 4	23 4	23 4
Bijapur . . . . .	17 12	17 12	...	...	8 5	8 5	12 6	12 6	32 6	32 6	28 3	28 3
Poona . . . . .	11 10	11 10	...	...	9 11	9 11	10 13	10 13	21 14	21 14	18 6	18 6
<i>Khandesh—</i>												
Ahmadnagar . . . . .	13 1	13 1	...	...	7 6	7 6	13 10	13 9	23 5	23 6	19 —	20 7
Nasik . . . . .	14 6	14 6	...	...	8 11	8 11	10 4	10 4	*	*	16 15	16 4
Dhulia . . . . .	12 4	12 4	...	...	7 7	7 7	9 7	9 7	25 14	25 14	20 3	20 3
<i>Gujarat—</i>												
Surat . . . . .	12 8	12 8	...	...	7 6	7 6	8 13	8 13	23 2	21 11	17 1	17 9
Broach . . . . .	15 —	14 8	...	...	8 —	8 —	11 —	11 —	21 8	22 —	15 8	16 —
Kaira . . . . .	14 —	14 —	...	...	8 —	8 —	12 —	12 —	18 —	19 —	16 —	16 —
Baroda Cantonment . . . . .	11 8	11 8	...	...	7 —	7 —	9 —	9 —	19 —	20 —	16 —	16 —
Ahmadabad . . . . .	12 —	12 —	...	...	9 —	9 —	12 —	12 —	18 —	18 —	16 —	16 —
Godhra . . . . .	12 8	10 —	...	...	10 —	8 —	11 8	10 8	...	...	19 —	17 —
Disa Cantonment . . . . .	15 —	15 —	...	...	6 8	6 8	9 —	9 —	21 —	21 —	20 —	20 —
<i>Kathiawar—</i>												
Rajkot . . . . .	16 —	16 —	...	...	6 11	6 11	10 —	10 —	18 8	18 8	15 6	15 6
<b>Central Provinces—</b>												
<i>Western—</i>												
Nimar . . . . .	15 1	15 1	...	...	6 12	6 12	12 8	12 8	29 12	27 9	...	...
Khandwa . . . . .	15 —	13 —	...	...	10 —	10 —	12 —	11 8	28 —	28 —	21 —	21 —
Hoshangabad . . . . .	14 6	13 1	...	...	9 —	9 —	12 11	12 11	22 11	22 11	...	...
Betul . . . . .	16 —	16 —	...	...	12 —	12 —	14 6	14 6	23 —	24 —	...	...
Chhindwara . . . . .	15 8	16 —	...	...	10 —	10 —	13 —	13 —	23 —	23 —	...	...
Nagpur . . . . .	13 12	13 12	...	...	11 4	11 4	15 —	15 —	23 —	23 —	...	...
Wardha . . . . .	13 5	13 5	...	...	7 —	7 —	10 7	10 7	25 10	26 14	...	...

\* Not sold.

† Not produced.

‡ Not procurable.

represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MARUA OR RAGI ( <i>Eleusine coracana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arictinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR TRUE CADJAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
Panjab—continued.												
South-eastern—												
†	†	†	†	19 —	19 —	28 —	27 —	15 —	15 —	11 —	11 —	Gurgaon.
†	†	14 —	14 —	20 —	20 —	27 —	27 —	14 —	14 —	12 —	12 —	Delhi.
20 —	20 —	10 —	10 —	20 —	21 —	29 —	28 —	16 —	16 —	11 —	11 —	Rohtak.
		12 —	12 —	21 —	20 —	30 —	30 —	16 —	18 —	11 —	10 8	Karnal.
Submontane—												
†	†	18 —	16 —	21 —	20 —	32 —	30 —	14 —	14 —	12 12	12 12	Ambala.
†	†	17 —	18 —	22 —	23 —	34 —	35 —	9 —	11 —	12 —	12 —	Ludhiana.
20 —	20 —	20 —	20 —	23 —	22 —	35 —	33 —	†	†	13 —	13 —	Jalandhar.
†	†	14 —	14 —	23 —	22 —	31 —	31 —	8 —	8 —	12 12	12 12	Hoshiarpur.
†	†	15 —	15 —	22 —	22 —	30 —	30 —	†	†	12 —	12 —	Gordaspur.
†	†	21 —	22 —	23 —	22 —	37 —	31 —	12 —	11 —	12 —	12 —	Amritsar.
		†	†	22 —	20 —	25 —	24 —	†	†	13 12	13 12	Sialkot.
Hills—												
18 —	18 —	10 —	10 —	15 —	15 —	20 —	22 —	8 —	8 —	9 —	9 8	Simla.
†	†	*	*	20 —	19 —	30 —	30 —	12 —	12 —	11 —	11 —	Kangra.
Northern—												
*	*	17 —	15 —	22 —	22 —	27 —	26 —	13 —	11 —	13 —	13 —	Rawalpindi.
†	†	16 —	16 —	16 —	16 —	22 —	24 —	9 —	9 —	11 8	11 8	Hazara.
†	†	20 —	20 —	18 —	17 —	28 —	27 —	14 —	13 —	17 —	17 —	Peshawar.
13 —	13 —	†	†	22 —	21 —	24 —	24 —	†	†	15 —	17 14	Kohat.
		8 —	8 —	33 —	30 —	39 —	36 —	11 —	10 —	21 4	21 4	Bannu.
Western—												
20 —	20 —	22 —	21 —	25 —	25 —	21 —	20 —	*	*	13 —	13 —	Shahpur.
40 —	32 —	40 —	35 —	19 —	19 —	32 —	32 —	6 —	6 —	11 —	12 —	Jhang.
†	†	22 —	22 —	30 —	19 —	28 —	29 —	†	†	12 4	12 4	Multan.
†	†	†	†	21 —	21 —	†	26 —	10 —	10 —	12 8	12 —	Montgomery.
†	†	†	†	26 —	27 —	26 —	26 —	12 —	12 —	16 8	16 8	Dera Ismael Khan.
†	†	†	†	20 —	18 —	†	†	8 —	8 —	12 —	12 —	Muzaffargarh.
		†	†	21 —	20 —	†	†	†	†	11 —	11 —	Dera Ghazi Khan.
Sind and Baluchistan—												
†	†	...	...	15 —	15 —	...	...	10 —	10 —	14 —	14 —	Karachi.
†	†	...	...	14 8	14 8	...	...	9 —	9 —	12 —	12 —	Hyderabad.
†	†	...	...	8 —	8 —	...	...	...	...	12 —	12 —	Thar and Parkar (Umarkot).
†	†	...	...	19 —	18 —	...	...	12 —	12 —	12 —	12 —	Shikarpur.
†	†	...	...	19 —	18 8	...	...	9 —	9 —	11 —	11 —	Upper Sind Frontier.
		6 —	6 —	15 10	15 4	17 —	16 8	9 —	8 —	9 8	9 —	Quetta.
Bombay—												
16 3	16 3	...	...	12 8	12 8	...	...	11 4	11 4	10 10	10 10	Konkan—
14 2	14 2	...	...	8 4	8 4	...	...	9 7	9 7	10 6	10 6	Karwar.
...	...	...	...	...	...	...	...	...	...	...	...	Ratnagiri.
11 4	11 4	...	...	13 12	13 12	...	...	10 3	10 3	11 9	11 9	Alibag.
*	*	...	...	14 3	14 3	...	...	12 12	12 12	12 4	12 4	Bombay.
		...	...	...	...	...	...	...	...	...	...	Tanna.
Deccan—												
23 —	21 8	...	...	17 5	18 4	...	...	16 8	15 3	12 6	12 —	Dharwar.
*	*	...	...	16 —	16 —	...	...	16 8	16 8	10 12	11 9	Belgaum.
*	*	...	...	15 15	15 10	...	...	15 6	15 6	12 4	11 10	Satara.
*	*	...	...	19 13	19 13	...	...	18 6	17 8	11 10	11 10	Sholapur.
*	*	...	...	19 11	19 11	...	...	16 12	16 12	11 12	11 12	Bijapur.
		...	...	14 15	14 15	...	...	13 1	13 1	11 13	11 13	Poona.
Khandesh—												
20 11	20 11	...	...	16 10	16 10	...	...	12 9	12 9	12 6	12 6	Ahmadnagar.
...	...	...	...	17 2	17 2	...	...	12 13	12 13	12 11	12 1	Nasik.
...	...	...	...	13 3	13 3	...	...	12 13	13 11	11 6	11 6	Dhulia.
Gujarat—												
...	...	...	...	13 14	14 13	...	...	13 14	13 14	12 —	12 —	Surat.
20 —	20 —	...	...	15 —	16 —	...	...	16 —	16 —	13 —	13 —	Broach.
20 —	20 —	...	...	16 —	16 —	...	...	17 —	17 —	12 8	12 8	Kaira.
...	...	...	...	15 —	15 —	...	...	15 —	15 —	11 8	11 8	Baroda Cantonment.
25 —	23 —	...	...	16 —	16 —	...	...	16 —	16 —	13 8	13 8	Ahmadabad.
*	*	...	...	20 —	16 —	...	...	...	11 —	12 8	12 —	Godhra.
		...	...	16 —	16 —	...	...	12 —	12 —	12 8	12 8	Disa Cantonment.
Kathiawar—												
*	*	...	...	16 11	16 11	...	...	13 5	13 5	81 10	81 10	Rajkot.
Central Provinces—												
...	...	...	...	17 11	17 4	...	...	15 1	14 12	10 14	10 14	Western—
...	...	...	...	16 —	16 —	...	...	*	*	9 —	9 —	Nimar.
...	...	...	...	22 2	20 9	...	...	12 —	12 —	9 14	9 14	Khandwa.
...	...	...	...	20 —	16 —	...	...	12 —	12 —	8 —	8 —	Hoshangabad.
...	...	...	...	19 —	19 —	...	...	12 —	12 —	8 —	8 —	Betul.
...	...	...	...	18 12	18 12	...	...	18 2	18 12	10 —	10 —	Chhindwara.
...	...	...	...	16 —	16 —	...	...	16 —	16 —	10 11	10 11	Nagpur.
		...	...	...	...	...	...	...	...	...	...	Wardha.

\* Not sold.

† Not produced.

‡ Not procurable.

C



## RETAIL PRICES FOR THE 1st HALF OF APRIL 1899—concluded. (The figures

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Andropogon sorghum.)		BAJRA OR CUMBU (Pennisetum typhoides).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.		Common.		Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
					Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.				
Central Provinces—contd.												
Central—												
Narsinghpur . . . . .	14 11	13 11	...	...	10 10	12 13	12 —	12 13	21 5	21 5	...	...
Bangor . . . . .	14 8	14 8	...	...	12 8	13 6	13 6	14 2	24 —	24 —	...	...
Damoh . . . . .	15 —	15 —	...	...	12 5	12 5	14 1	14 1	21 10	20 —	...	...
Jubbulpore . . . . .	17 8	18 —	...	...	11 —	12 —	17 —	17 —	23 —	23 —	...	...
Mandla . . . . .	19 —	18 —	...	...	13 —	14 —	18 —	19 —	...	...	...	...
Seoni . . . . .	19 3	18 11	...	...	9 —	9 —	16 —	16 —	24 14	24 14	...	...
Balaghāt . . . . .	14 —	14 —	...	...	15 —	15 —	20 —	20 —	...	...	...	...
Bhandāra . . . . .	16 4	16 4	...	...	...	...	16 4	16 4	...	...	...	...
Chānda . . . . .	12 9	12 9	...	...	...	...	15 8	16 8	25 5	25 5	...	...
Eastern—												
Bilaspur . . . . .	18 4	18 4	...	...	12 13	18 4	18 4	21 5	...	...	...	...
Raipur . . . . .	18 2	18 8	...	...	12 —	12 8	18 2	18 8	...	...	...	...
Sambalpur . . . . .	16 —	16 —	...	...	12 —	13 —	19 8	19 8	...	...	...	...
Berar—												
Buldāna . . . . .	13 —	13 —	...	...	7 —	7 —	9 8	9 —	35 8	35 8	25 8	25 —
Bāsim . . . . .	14 4	13 12	...	...	7 —	7 —	12 —	12 —	35 8	33 8	...	...
Akola . . . . .	12 12	12 12	...	...	6 8	6 8	8 —	8 —	33 —	32 —	...	...
Ellichpur . . . . .	11 —	11 —	...	...	6 —	6 —	8 —	8 —	27 —	27 —	20 —	20 —
Amrāoti . . . . .	12 —	12 —	...	...	7 —	7 —	10 —	10 —	30 —	30 —	26 —	26 —
Wun . . . . .	11 —	10 —	...	...	7 —	7 —	8 —	8 —	32 —	32 —	20 —	18 —
Nizam's Territories—												
Secunderabad . . . . .	9 14	9 14	...	...	5 14	5 14	6 9	7 2	19 12	21 —	19 12	19 12
Bolāram . . . . .	10 8	10 8	...	...	5 4	5 4	10 5	11 4	21 —	22 3	...	...
Chadarghāt . . . . .	9 10	9 12	...	...	6 4	6 4	9 12	9 14	22 8	22 8	22 8	22 8
Madras—												
Malabar Coast—												
Malabar . . . . .	...	...	...	...	...	...	12 2	12 2	...	...	...	...
S. Canara . . . . .	...	...	...	...	...	...	13 11	13 11	...	...	...	...
South central—												
Coimbatore . . . . .	...	...	...	...	...	...	11 5	11 5	18 5	18 5	19 2	19 14
Nilgiris . . . . .	...	...	...	...	...	...	8 13	8 13	...	...	...	...
Salem . . . . .	...	...	...	...	...	...	12 3	12 3	21 10	21 6	19 3	18 13
Central—												
Bellary . . . . .	...	...	...	...	...	...	11 14	11 14	28 5	28 14	...	...
Anantapur . . . . .	...	...	...	...	...	...	13 —	13 —	27 13	26 5	...	...
Cuddapah . . . . .	...	...	...	...	...	...	11 10	11 10	24 8	24 8	21 13	21 —
Karnul . . . . .	...	...	...	...	...	...	11 6	11 6	34 5	32 14	...	...
East Coast, north—												
Ganjam . . . . .	...	...	...	...	...	...	12 —	12 —	...	...	...	...
Vizagapatam . . . . .	...	...	...	...	...	...	11 —	12 2	...	...	21 14	23 13
Godavari . . . . .	...	...	...	...	...	...	12 8	12 8	23 —	21 2	...	...
East Coast, central—												
Kistna . . . . .	...	...	...	...	...	...	15 6	15 6	20 8	20 8	...	...
Nellore . . . . .	...	...	...	...	...	...	18 —	19 2	20 10	23 11	18 13	16 14
East Coast, south—												
Madras . . . . .	...	...	...	...	...	...	12 13	12 13	17 5	16 10	...	...
Chingleput . . . . .	...	...	...	...	...	...	13 8	14 5	...	...	...	...
N. Arcot . . . . .	...	...	...	...	...	...	16 —	17 —	...	...	...	...
S. Arcot . . . . .	...	...	...	...	...	...	14 —	14 —	...	...	20 13	20 13
Tanjore . . . . .	...	...	...	...	...	...	13 13	13 8	...	...	25 6	25 6
Trichinopoly . . . . .	...	...	...	...	...	...	12 —	13 3	17 8	17 8	20 5	20 5
Southern—												
Tinnevely . . . . .	...	...	...	...	...	...	12 2	12 2	...	15 11	14 6	14 6
Madura . . . . .	...	...	...	...	...	...	13 13	13 13	16 3	16 3	15 6	14 11
Mysore—												
Mysore . . . . .	11 12	10 4	...	...	10 —	9 8	10 13	11 —	...	...	...	...
Bangalore . . . . .	10 8	11 —	10 —	10 —	8 7	8 —	10 8	10 —	25 —	25 —	...	...
Kolar . . . . .	8 —	8 —	6 —	6 —	8 —	8 —	10 —	10 —	...	...	...	...
Tumkur . . . . .	11 —	11 —	12 8	...	11 —	10 —	12 8	11 —	32 —	...	33 —	...
Hassan . . . . .	12 —	12 —	10 —	10 —	10 —	10 —	12 —	12 —	...	...	...	...
Kadur . . . . .	11 —	11 —	11 —	11 —	10 —	10 —	13 —	13 —	20 —	20 —	...	...
Shimoga . . . . .	11 9	12 10	...	...	9 7	9 7	14 11	14 11	30 8	30 8	...	...
Chitaldrug . . . . .	13 —	13 —	14 —	14 —	12 —	12 —	14 —	14 —	32 —	32 —	32 —	32 —
Coorg—												
Coorg . . . . .	9 —	8 —	8 8	7 —	8 8	10 —	11 —	12 8	...	...	...	...
Aden . . . . .												
Aden . . . . .	7 11	7 11	...	...	6 3	6 6	7 7	7 9	12 7	12 3	9 5	8 4

\* Not sold.

represent the number of sers (of 80 tolas) and chittacks sola for one rupee.)

MARUA OR RAGI ( <i>Echino- coccinea</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Ocra arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, DALJAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	24 —	19 3	...	...	17 6	16 —	9 2	9 2	Central Provinces—contd.
...	...	...	...	23 1	23 —	...	...	13 —	13 —	10 11	10 11	Central—
...	...	...	...	25 —	25 —	...	...	11 12	11 12	9 2	9 2	Narsinghpur.
...	...	...	...	24 —	25 —	...	...	16 —	16 —	9 8	9 8	Saugor.
...	...	...	...	35 —	34 —	...	...	16 —	16 —	9 8	9 8	Damoh.
...	...	...	...	21 —	21 —	...	...	15 2	15 1	9 2	9 10	Jubbulpore.
...	...	...	...	21 —	20 —	...	...	13 8	13 8	9 —	9 —	Mandla.
...	...	...	...	23 12	23 12	...	...	16 4	16 4	9 8	9 8	Seoni.
...	...	...	...	16 13	16 13	...	...	14 2	14 2	9 —	9 —	Balaghāt.
...	...	...	...	21 5	21 5	...	...	18 4	18 4	8 —	8 —	Bhandāra.
...	...	...	...	25 —	24 —	...	...	18 —	18 —	9 —	9 —	Chāuda.
...	...	...	...	13 —	20 —	...	...	14 —	14 —	10 8	10 8	Eastern—
...	...	...	...	18 8	18 12	...	...	13 —	13 —	10 8	10 8	Bilaspur.
...	...	...	...	19 8	19 8	...	...	13 10	13 8	9 8	9 —	Raipur.
...	...	...	...	17 —	18 4	...	...	12 —	12 4	11 12	11 4	Sambalpur.
...	...	...	...	14 —	14 —	...	...	20 —	20 —	10 —	10 —	Berar—
...	...	...	...	15 —	15 —	...	...	16 —	16 —	11 —	11 —	Buldāna.
...	...	...	...	16 —	16 —	...	...	21 —	20 —	9 8	9 8	Bāsim.
21 —	21 —	*	*	13 14	13 14	*	*	14 3	13 14	9 24	9 24	Alola.
*	*	*	*	14 —	14 —	*	*	*	*	8 12	8 12	Ellichpur.
*	*	*	*	15 —	15 8	*	*	13 12	13 8	8 12	8 12	Amrāoti.
...	...	...	...	...	...	...	...	...	...	...	...	Wun.
...	...	...	...	...	...	...	...	...	...	...	...	Nizam's Territories—
...	...	...	...	...	...	...	...	...	...	...	...	Secunderabad.
...	...	...	...	...	...	...	...	...	...	...	...	Bolāram.
...	...	...	...	...	...	...	...	...	...	...	...	Chadarghat.
...	...	...	...	...	...	...	...	...	...	13 13	13 13	Madras—
...	...	...	...	...	...	...	...	...	...	11 14	11 14	Malabar Coast—
...	...	...	...	...	...	...	...	...	...	...	...	Malabar.
...	...	...	...	...	...	...	...	...	...	...	...	S. Canara.
19 11	18 14	...	...	...	...	...	...	...	...	11 8	11 8	South, central—
23 2	23 2	...	...	...	...	...	...	...	...	10 10	10 10	Coimbatore.
...	...	...	...	...	...	...	...	...	...	11 5	11 5	Nilgiris.
...	...	...	...	...	...	...	...	...	...	11 13	11 13	Salem.
...	...	...	...	...	...	...	...	...	...	13 13	13 3	Central—
...	...	...	...	...	...	...	...	...	...	11 8	11 8	Bellary.
27 3	27 3	...	...	...	...	...	...	...	...	12 3	12 3	Anantapur.
27 —	27 —	...	...	...	...	...	...	...	...	10 6	10 11	Cuddapah.
20 10	20 10	...	...	...	...	...	...	...	...	...	...	Karnul.
...	...	...	...	...	...	...	...	...	...	10 —	10 —	East Coast, north—
20 11	20 11	...	...	...	...	...	...	...	...	13 3	13 3	Ganjam.
23 3	22 11	...	...	...	...	...	...	...	...	12 2	12 2	Vizagapatam.
23 10	21 13	...	...	...	...	...	...	...	...	...	...	Godavari.
...	...	...	...	...	...	...	...	...	...	13 3	13 3	East Coast, central—
28 5	28 5	...	...	...	...	...	...	...	...	12 13	12 13	Kistna.
23 2	23 2	...	...	...	...	...	...	...	...	...	...	Nellore.
...	...	...	...	...	...	...	...	...	...	12 14	12 14	East Coast, south—
21 14	20 14	...	...	...	...	...	...	...	...	13 5	13 5	Madras.
19 3	19 3	...	...	...	...	...	...	...	...	12 2	12 2	Chingleput.
23 11	23 11	...	...	...	...	...	...	...	...	13 3	13 3	N. Arcot.
19 14	19 14	...	...	...	...	...	...	...	...	12 14	12 14	S. Arcot.
26 6	26 6	...	...	...	...	...	...	...	...	12 —	12 —	Tanjore.
21 10	21 10	...	...	...	...	...	...	...	...	...	...	Trichinopoly.
...	...	...	...	...	...	...	...	...	...	14 5	14 3	Southern—
17 13	19 14	...	...	...	...	...	...	...	...	13 2	13 2	Tinnevely.
19 6	18 10	...	...	...	...	...	...	...	...	...	...	Madura.
...	...	...	...	...	...	...	...	...	...	...	...	Mysore—
19 1	21 —	...	...	12 8	11 4	...	...	9 8	9 —	10 13	11 —	Mysore.
32 8	27 —	...	...	12 9	12 —	...	...	11 8	9 —	11 —	11 —	Bangalore.
32 —	32 —	...	...	10 —	10 —	...	...	10 —	9 —	9 —	9 —	Kolar.
40 —	32 —	32 —	...	13 —	10 —	...	...	12 —	11 —	10 8	9 8	Tumkur.
30 —	30 —	...	...	12 —	14 —	...	...	10 —	10 —	10 —	10 —	Hassan.
25 —	25 —	...	...	15 —	15 —	...	...	11 —	11 —	10 8	10 8	Kadur.
39 14	39 14	...	...	16 13	16 13	...	...	14 11	14 11	11 —	11 —	Shimoga.
36 —	36 —	40 —	40 —	16 —	16 —	...	...	14 —	14 —	9 —	9 —	Chitaldrug.
...	...	...	...	...	...	...	...	...	...	...	...	Coorg—
24 3	25 8	...	...	23 8	23 8	...	...	9 —	9 —	10 8	10 8	Coorg.
*	*	...	...	12 7	12 4	...	...	8 5	8 —	32 —	32 —	Aden.


\* Not sold.

J. E. O'CONOR,  
Director-General of Statistics.

J. F. FINLAY,  
Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT  
May 26th 1899.



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## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on  
Saturday, May 20th, 1899.

Throughout the whole of the present week the pressure conditions over India have been abnormal. Pressure has been lowest over the Western desert, and from North-West India a trough or tongue of relatively low pressure has extended east-south-eastward and south-eastward across Northern India to the Orissa or Madras Coast. As a consequence of this distribution, there has been a flow of air up the Bay, while over Bengal and the Gangetic Plain the wind has been south-easterly and easterly. Hence the air has been unusually damp, and an exceptional amount of rain has fallen over Burma, Bengal and parts of Northern India, and the mean temperature over these regions has been much below the normal average. Over the central parts of India the winds have been light and variable, while over the Peninsula the direction has been westerly and north-westerly. In these two regions the weather has been less disturbed than within the region of easterly winds, but still dust and thunder storms, accompanied with rain, have been fairly frequent. Quite at the close of the week a small storm, the third recorded this season, developed at the head of the Bay and gave disturbed weather and very heavy rain over Deltaic Bengal. The weather at this time was generally cooler than usual except in parts of North-West India and of the west of the Peninsula.

**Daily Summary.**—*Sunday, May 14th.*—The barometer read lowest over the Western desert, relatively low within a tongue which extended from Rajputana south-eastward to Ganjam and high over the west of the Peninsula, Burma and along the foot of the Himalayas. The winds were westerly and north-westerly over the Peninsula and south-easterly to easterly over Burma and Northern India. The sky was cloudy in places, and rain had been received over parts of Burma, Bengal, Assam, the North-West Himalayas, the Peninsula and some central districts. The amounts were heavyish in parts of Madras and of Deltaic Bengal. The heat was less than usual over a large part of Burma, Bengal, the east of the North-West and Central Provinces and the east of the Peninsula and above the average elsewhere.

*Monday, May 15th.*—The barometer had fallen, but there had not been much change in the conditions of pressure except that gradients had increased over the Bay. The winds were also practically unchanged except that the force was lower. There was a good deal of cloud, and rain had fallen fairly generally over Burma, Assam and Lower Bengal and as scattered showers over the North-West Himalayas, the submontane districts of North-West India and some central and southern districts. The largest amounts (between  $1\frac{1}{2}$  inches and  $2\frac{1}{2}$  inches) were reported from Burma and Bengal. The mean temperature had fallen to below the normal along the foot of the North-West Himalayas and remained low over part of Burma, Bengal and the east of the Peninsula.



*Tuesday, May 16th.*—Pressure had continued to decrease in most places, but there was still no change in the general distribution of pressure. The winds remained westerly and north-westerly over the Peninsula, southerly and south-easterly in Burma and south-easterly to easterly in Bengal and Northern India. The sky was more or less cloudy except over Central and North-West India. Rain had again fallen fairly generally over Burma, Assam, Bengal, the Kashmir Himalayas and the south-west of the Peninsula, while a few local showers had been received in other parts of the country. The rainfall amounts were unusually large over Lower Bengal.

*Wednesday, May 17th.*—The barometer had risen over Burma, North-East India, the Gangetic Plain, the Central Provinces and North Madras and had fallen or been steady elsewhere. As a result, the tongue of relatively low pressure had been moved southward and ran south-south-eastward from North-West India to the Coromandel Coast. Otherwise there had been no important change. The winds were lighter and somewhat more irregular, but remained on the whole westerly and north-westerly over Central and Southern India and south-easterly to easterly in Burma and Northern India. There was a good deal of cloud except in parts of North-West India. Rain had again fallen fairly generally over Burma, Assam and Bengal, while scattered showers had occurred in other parts of the country. The largest amounts continued to be reported from East Bengal. The weather was cool all over North-East India.

*Thursday, May 18th.*—Pressure had increased almost everywhere—briskly to rapidly in the north and slightly in the south. Pressure was lowest in the north-west, and the tongue of relatively low pressure continued to run south-eastward and south-south-eastward to the Madras Coast. The winds were practically unchanged. Rain continued general and moderately heavy over Burma and East Bengal, and a few scattered showers had fallen in other parts of the country. The mean temperature was low except in the Punjab, Rajputana, Sind, Bombay and the south of the Peninsula. The excess was large in the Punjab and the deficiency large in the North-West Provinces, the Central Provinces and West Bengal.

*Friday, May 19th.*—Pressure had changed very little, and the pressure conditions were practically unaltered, but the barometric differences over the Bay were much greater than usual. There had been again no important change in the winds. Rain had been general over Ceylon, the south of the Peninsula, Burma and East Bengal, and scattered falls were reported from other parts of the country. The rainfall had been much heavier than usual and at Colombo had been particularly heavy (5.55 inches). The heat had been greater than usual over the Bombay Presidency, Rajputana, Sind, the west of the Punjab, Assam and Tenasserim and had been below the normal elsewhere.

*Saturday, May 20th.*—There had been practically no change in the barometer or the general conditions of pressure except at the head of the Bay where pressure had given way rapidly and a small storm had developed. The winds were cyclonic and fresh to strong in force in Deltaic Bengal, but were unchanged in other places. There was again a good deal of cloud except in North-West India, and general rain was still reported from Burma, Assam, Bengal (Proper) and the south of the Peninsula, while scattered showers had fallen in other parts of the country. Saugor Island had received 6.86 inches of

rain and other places in North-East India had received considerable to large amounts. The mean temperature was in moderate excess in the Punjab and Rajputana and in slight excess in parts of the west of the Peninsula, Assam and Tenasserim.

**Temperature.**—The rainfall around the Bay area (but particularly in the north) has kept temperature low in this locality, while the south-east winds, which have blown from Bengal into Upper India, have carried these low temperatures north-westward up the Gangetic Plain as far as the east of the Punjab. These winds did not extend beyond the East Punjab, and the West Punjab, Rajputana and Sind have been steadily under the influence of excessive temperatures.

The following table gives the mean temperature variation data for the week :

PROVINCE.	MAY 1899.							Mean variation of week.
	14th	15th	16th	17th	18th	19th	20th	
	°	°	°	°	°	°	°	°
Burma . . . . .	—1·0	—0·6	—1·8	—1·3	—2·6	—1·0	—1·3	—1·4
Assam . . . . .	+4·8	+2·9	—0·5	—4·1	—1·8	+2·0	0	+0·5
Bengal . . . . .	—0·9	—2·4	—3·9	—2·8	—1·8	—0·9	—1·9	—2·1
Orissa . . . . .	—5·3	—5·6	—3·2	—3·5	—1·0	—1·2	—5·5	—3·6
Bihar . . . . .	—2·5	—1·6	—3·4	—2·1	—4·6	—2·4	—1·5	—2·6
Chota Nagpur . . . . .	—9·8	—7·4	—6·3	—3·8	—4·2	—5·8	—6·6	—6·3
N.-W. P. and Oudh . . . . .	+0·6	—0·6	—1·1	—2·9	—4·0	—3·7	—4·2	—2·3
Punjab . . . . .	+5·6	+0·3	+3·5	+3·0	+1·7	+2·0	+4·2	+2·9
Sind . . . . .	+4·1	+5·7	+4·3	+6·9	+5·2	+3·9	+3·2	+4·8
Rajputana . . . . .	+6·4	+6·8	+6·5	+6·7	+3·4	+1·7	+2·0	+4·8
Gujarat . . . . .	+1·8	+3·0	+2·4	+1·5	+1·3	—0·3	—0·5	+1·3
Central India . . . . .	+2·8	+2·4	+3·5	+0·7	—1·5	—2·8	—3·0	+0·3
Central Provinces . . . . .	+1·2	+0·5	+1·8	—0·3	—2·3	—3·6	—2·6	—0·8
Berar . . . . .	+4·2	+1·0	+0·3	+1·6	+2·7	+0·3	—1·2	+1·3
West Coast . . . . .	+1·1	+0·9	+0·3	—0·9	+1·3	+1·2	+0·8	+0·7
Bombay Deccan . . . . .	+3·7	+2·1	+1·0	—0·8	+0·4	+0·6	—0·5	+0·9
Mysore . . . . .	—1·3	+0·1	—2·3	—4·4	—1·7	—3·8	—3·1	—2·4
Madras Coast . . . . .	—2·5	—0·6	—2·6	+0·2	+0·4	—3·3	—4·8	—1·9
Madras Deccan . . . . .	—0·7	—0·9	—2·4	—1·6	+0·3	—0·8	—0·1	—0·9
South India . . . . .	—0·3	+0·1	+1·5	—0·5	+1·5	+0·4	—2·2	+0·1
Mean for whole of India . . . . .	+0·6	+0·3	—0·1	—0·4	—0·4	—0·9	—1·4	—0·3

Except on the 20th, when it was in some defect, the mean temperature of the whole country was very nearly normal on each day of the week. The provincial variations exhibited, however, large departures from the normal, thus in Rajputana and Sind the excess averaged as much as 4·8°, while in Chota Nagpur the deficiency averaged as much as 6·3°. In the Punjab, Sind and Rajputana the heat was more or less excessive and in Burma, Bengal, Orissa, Bihar and Chota Nagpur more or less deficient on each day of the week, but in most provinces the variations were irregular and varied from day to day.

The following were the highest maxima reported on each day :

May 14th . . . . .	114·7°	at Jacobabad.
" 15th . . . . .	118·5°	" Do.
" 16th . . . . .	115·2°	" Hyderabad (S.).
" 17th . . . . .	120·0°	" Jacobabad.
" 18th . . . . .	115·7°	" Hyderabad (S.).
" 19th . . . . .	117·1°	" Jacobabad.
" 20th . . . . .	117·1°	" Do.



The hottest area was thus Sind throughout the week.

**Rain.**—As mentioned above, unusual conditions of pressure and unusual winds have prevailed over India during the week under review. Large pressure differences have existed over the Bay, and a fresh southerly wind has blown from the Bay into Burma and Bengal, and backing to south-east and east has passed on up the Gangetic Plain as far as the south-east of the Punjab and the Kumaun Himalayas. Over the whole of the area, influenced by these winds, the rainfall of the week has been generally heavier than usual, while over parts of Burma and of Bengal the rainfall was unusually constant for the time of year. In the central parts of the country and over the Peninsula the winds were generally north-westerly and westerly during the week, while the rainfall was generally light and scattered, falling ordinarily during the occurrence of dust and thunder storms. The rainfall returns show that in Burma rain fell almost daily during the week; in Assam also the rainfall was almost daily; in Bengal the fall was scattered throughout the week except in Orissa where rain occurred on the 15th, 16th and 20th, and in Bihar when it occurred on the 16th, 17th and 18th; over the Gangetic Plain rain occurred on different days throughout the week, while in the Punjab there were a few scattered showers mainly on the 14th, 15th and 16th. In the west of the Peninsula the rainfall mainly occurred on the 14th and 16th and in the east on the 14th, 15th and 16th, and again on the 19th, while over the central districts of India the fall was mainly on the 14th and 15th.

The rainfall table at the close of the summary shows, that during the week under review, rain fell in all the rainfall divisions of India except Gujrat, Kathiawar, Sind, Baluchistan, Western Rajputana and the Jaipur division of the East Coast (North), but in the case of South Bihar, the South Punjab, the West Punjab, the Konkan and Khandesh the average actual rainfall of the week was less than one-tenth of an inch, so that the rainfall was either actually or practically *nil* in all the above eleven divisions. In all the other divisions effective rain was received, the amounts varying from 7·34 inches in East Bengal, 3·94 inches in the Surma division of Assam and 3·89 inches in Deltaic Bengal, to 0·14 inch in the North Punjab, 0·19 inch in the Bombay Deccan, 0·10 inch in Berar, 0·13 inch in the central division of the Central Provinces, 0·12 inch in the east of Central India and 0·11 inch in the south division of Hyderabad. The third column of the table shows that the week's rainfall exceeded the average normal rainfall in Central and Upper Burma and Arakan, the Assam Valley, all the Bengal divisions, except Chota Nagpur and South Bihar, all the North-West Provinces divisions, the Punjab Hills, Mysore, Berar, all the Central Provinces divisions, the north and south divisions of the East Coast and the central and south-central divisions of Madras. In all the remaining divisions the week's rainfall was less than usual. The excess was greatest in the north-east and amounted to 5·69 inches in East Bengal, 2·87 inches in Deltaic Bengal and over 1 inch in Upper Burma, Arakan, North Bengal, the Bengal Hills and North Oudh. The principal cases of deficiency were 3·54 inches in Tenasserim and 2·14 inches in the Assam Hills.

The following were the principal large totals recorded at individual stations during the week:

Burma	Kindah	9'17 inches.
	Magôk	6'50 "
Assam	Suranganj (Sylhet)	9'48 "
Bengal	Patnakhali (Barisal)	12'23 "
	Diamond Harbour	9'51 "
	Jalpaiguri	7'77 "
N.-W. P.	Lakhimpur	3'56 "
Punjab	Hoshiarpur	1'90 "
West Peninsula	Kasargod (Mangalore)	6'40 "
East Peninsula	Salur (Vizagapatam)	4'35 "
	Turaiyur (Trichinopoly)	4'30 "

The three concluding columns of the table show that the rainfall for the period February 26th to May 20th has been less than the normal (by 20 per cent. or more) in Tenasserim, the west submontane and hill districts of the North-West Provinces, all the Punjab divisions, the central division of the Central Provinces, Kathiawar, the east of Central India and Western Rajputana. In all the other places the total rainfall has been normal or in excess of the normal.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING MAY 20TH, 1899.			RAINFALL DATA FROM FEBRUARY 25TH TO MAY 20TH, 1899.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, February 25th, to May 20th.	Excess or de- fect of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim	1'86	5'40	- 3'54	9'55	12'05	- 21
	2. Lower Burma Deltaic.	2'24	3'01	- 0'77	10'03	6'66	+ 64
	3. Central do.	1'99	1'77	+ 0'22	5'05	3'66	+ 54
	4. Upper do.	2'56	0'81	+ 1'75	6'85	4'57	+ 50
	5. Arakan	3'69	2'44	+ 1'25	9'06	7'86	+ 27
BENGAL AND ASSAM	6. Eastern Bengal	7'34	1'65	+ 5'69	17'01	12'98	+ 31
	7. Assam Surma	3'94	4'37	- 0'63	30'04	35'53	- 15
	8. Do. Hills	1'73	3'87	- 2'14	20'79	24'81	- 16
	9. Do. Brahmaputra	3'67	2'74	+ 0'93	19'42	18'78	+ 3
	10. Deltaic Bengal	3'89	1'02	+ 2'87	10'46	8'53	+ 23
	11. Central do.	1'10	0'82	+ 0'28	4'53	5'36	- 15
	12. North do.	2'99	1'68	+ 1'31	10'06	9'03	+ 4
	13. Bengal Hills	3'74	2'21	+ 1'53	16'58	12'61	+ 31
	14. Orissa	1'48	0'69	+ 0'79	7'85	4'45	+ 76
	15. Chota Nagpur	0'45	0'52	- 0'07	4'05	3'04	+ 33
	16. South Bihar	0'09	0'23	- 0'14	1'81	1'40	+ 29
	17. North do.	1'06	0'45	+ 0'61	4'42	2'84	+ 56
NORTH-WESTERN PROVINCES AND OUDEH.	18. N.-W. P. East	0'55	0'12	+ 0'43	1'10	0'73	+ 51
	19. South Oudh	0'77	0'14	+ 0'63	1'11	0'81	+ 37
	20. North do.	1'34	0'21	+ 1'13	1'89	1'20	+ 58
	21. N.-W. P. Central	0'33	0'08	+ 0'25	0'66	0'65	+ 2
	22. Do. West	0'52	0'11	+ 0'41	0'87	0'91	- 4
	23. Do. East Submontane	0'65	0'23	+ 0'42	2'18	1'28	+ 70
	24. Do. West do.	0'83	0'23	+ 0'60	1'42	1'84	- 23
	25. Do. Hills	0'75	0'69	+ 0'06	3'11	5'60	- 44
PUNJAB	26. South-East Punjab	0'13	0'16	- 0'03	0'52	1'13	- 54
	27. South do.	0'04	0'16	- 0'12	0'30	1'22	- 75
	28. Central do.	0'19	0'21	- 0'02	1'42	2'32	- 39
	29. Punjab Submontane	0'21	0'32	- 0'11	0'81	2'37	- 66
	30. Do. Hills	1'02	0'77	+ 0'25	2'04	6'38	- 54
	31. North Punjab	0'14	0'18	- 0'04	2'61	4'71	- 45
	32. West do.	0'07	0'07	0	0'36	1'19	- 70
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	33. Malabar	1'49	1'84	- 0'35	12'98	7'13	+ 82
	34. Madras South-Central	1'20	1'08	+ 0'12	8'35	5'68	+ 47
	35. Coorg	0'73	1'30	- 0'57	8'20	6'77	+ 21
	36. Mysore	1'05	0'74	+ 0'31	6'53	3'43	+ 90
	37. Konkan	0'02	0'14	- 0'12	3'71	0'56	+ 563
	38. Bombay Deccan	0'19	0'30	- 0'11	3'11	1'68	+ 85
	39. Hyderabad North	...	...	...	...	...	...
	40. Khandesh	0'09	0'18	- 0'09	1'29	0'49	+ 163
CENTRAL PROVINCES AND BERAR.	41. Berar	0'10	0'05	+ 0'05	1'47	0'56	+ 163
	42. Central Provinces West	0'41	0'04	+ 0'37	0'81	0'70	+ 16
	43. Do. do. Central	0'13	0'08	+ 0'05	0'62	1'08	- 43
	44. Do. do. East	0'57	0'21	+ 0'36	2'20	1'76	+ 25
BOMBAY (NORTH)	45. Gujarat	0	0'04	- 0'04	0'11	0'09	+ 22
	46. Kathiawar	0	0'03	- 0'03	0'09	0'30	- 70
	47. Sind	0	0'03	- 0'03	0'87	0'42	+ 107
	48. Baluchistan Hills	0	0'08	- 0'08	4'98	3'81	+ 31
RAJPUTANA AND CEN- TRAL INDIA.	49. Central India East	0'12	0'22	- 0'10	0'30	0'54	- 44
	50. Rajputana East, Central India West.	0'23	0'23	0	0'73	0'61	+ 20
	51. West Rajputana	0	0'22	- 0'22	0	0'69	- 100
MADRAS	52. East Coast North	1'58	0'69	+ 0'89	5'44	2'48	+ 119
	52-A. Do. do. (a)	0	0'65	- 0'65	4'50	3'87	+ 17
	53. Hyderabad South	0'11	0'30	- 0'19	1'66	1'92	- 14
	54. Madras Central	0'76	0'50	+ 0'26	3'01	1'77	+ 70
	55. East Coast Central	0'63	0'63	0	4'69	1'67	+ 181
	56. Do. South	1'48	0'71	+ 0'77	6'59	2'91	+ 126
	57. Madras South	0'31	0'51	- 0'20	7'82	4'36	+ 80

W. L. DALLAS,

for Meteorological Reporter to the  
Government of India.

M. FINUCANE,

Offg. Secretary to the Government of India.

SIMLA, 25th May, 1899.

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 20th May.*—Rain fell almost throughout the Presidency during the week; the fall was considerable for the season in parts of the Circars and in the Central districts, but very light in the extreme South. The water-supply is generally sufficient for the season. Cultivation is proceeding, such crops as are standing being generally in good condition. Pasture is scanty, but fodder is sufficient and the condition of cattle is generally good. Prices are almost stationary.

**Bombay.**—*For week ending 24th May.*—There was moderate or light rain in parts of seven districts during the week. Preparations for monsoon cultivation are progressing generally; and sowing is going on in Karachi, Shikarpur, and Kanara. Fodder is sufficient, except in parts of Sind and Baroda territory. Agricultural stock is healthy. Prices have risen in four and fallen in three districts; elsewhere they are stationary.

**Bengal.**—*For week ending 22nd May.*—The weather throughout the week was unsettled and rain varying in amount fell all over the Province. In some parts of Bengal Proper the rain was in excess of present agricultural requirements. Ploughing and early sowings are going on and sugarcane and other crops in the ground are doing well. The harvesting of spring rice is proceeding. The price of common rice shows a slight rise in some districts, but is on the whole stationary. The fodder-supply is generally reported to be sufficient.

**North-Western Provinces and Oudh.**—*For week ending 24th May.*—Rain has been general during the week, the falls being heaviest in the sub-montane and eastern districts. The standing crops are doing well and are being irrigated where necessary. The extra crops are being harvested in parts. Weeding of sugarcane has begun. Preparation of fields for the autumn crops and sowings continue. Prospects are favourable and supplies and fodder are sufficient. Prices have risen in a few districts, but are otherwise stationary to falling.

**Punjab.**—*For week ending 24th May.*—Slight rain is reported from Hissar, Umballa, Delhi, Ferozepore, Sialkot, Shahpur, and Rawalpindi. Spring crops are being threshed and housed. Sowings of autumn crops continue in Mooltan and Peshawar. Cotton and sugarcane are being weeded in Sialkot and ground for autumn sowings is being prepared in Umballa. The outturn is reported average in Hissar, Jullundur, Lahore, and Dera Ismail Khan. The condition of the extra spring crops is good in Umballa, Sialkot, and Peshawar; fair or average in Delhi, Jullundur, Ferozepore, Lahore, and Dera Ismail Khan; and very fair in Hissar. Some damage has been done to crops by strong winds in Lahore. The condition of cattle is poor in Hissar, Delhi, and parts of Dera Ismail Khan; fair in Sialkot; and good elsewhere. Fodder is scarce in Hissar, Delhi, Shahpur, and parts of Dera Ismail Khan; and is sufficient elsewhere. Prices, especially



of wheat, have risen in Sialkot and Dera Ismail Khan; fallen in Umballa, Jullundur, Rawalpindi, and Peshawar; and remained unchanged elsewhere. Wheat is selling from  $17\frac{1}{8}$  to 23, barley 32, gram  $19\frac{1}{2}$  to  $22\frac{1}{2}$ , maize 28 to 35, great millet 24, bulrush-millet 18 to 27, and rice  $13\frac{1}{2}$  to  $14\frac{1}{2}$  seers per rupee.

**Central Provinces.**—*For week ending 23rd May.*—The weather has been generally cloudy and hot with high winds. Rain has fallen in all districts, except Jubbulpore and Chanda. Raipur received nearly 2 inches and Bilaspur over an inch. The threshing of the spring crops has been completed in all the districts. Preparation of land for autumn crops is in progress. In Saugor the labouring classes complain of want of work. About 2,208 persons are in receipt of relief in the Damoh district. Water is scarce in parts of Mandla, Chhindwara, Chanda, and Bhandara. Fodder is insufficient in parts of six districts. The price of wheat, rice, and *juar* has fallen in some districts and has risen in others. The cheapest prices are—wheat 20, gram 35, rice 23, and *juar* 26 seers per rupee; the dearest prices are—wheat 14, gram 18, rice 10, and *juar* 22 seers per rupee.

**Burma.**—*For week ending 20th May.*—In Lower Burma ploughing has commenced in parts of Thongwa and Amherst. In Upper Burma reaping of dry weather paddy continues in Thayetmyo, Bhamo, Katha, Shwebo, the Lower and Upper Chindwin and is completed in Pakokku and, in parts of Mandalay. Ploughing for early wet weather crops is going on in most districts. Sowing of early paddy on hill sides in Bhamo, Myitkyina, and the Ruby Mines district and in the Shan States; transplanting in Kyaukse; sowing of cotton in Sagaing; and of upland crops in parts of Meiktila and Yamethin have commenced. The standing crops are doubtful in Katha; fair in the Ruby Mines district; poor in parts of Mandalay; and good elsewhere. The price of paddy has fallen in Amherst, Bassein, Prome, and Myingyan and has risen in the Upper Chindwin and in Thongwa; elsewhere it is stationary.

**Assam.**—*For week ending 19th May.*—The weather is seasonable. Sowing of early rice, planting of sugarcane, and plucking and manufacture of tea are in progress. Prospects of tea are generally good, but red spider is prevalent in parts of Darrang. Land is being prepared for late rice; reaping of low land transplanted rice is nearly finished in Sylhet and the outturn is good. Sowing of jute is finished in Goalpara. Prices—common rice—Sylhet 21, Dhubri 16, Gauhati 15, Tezpur and Sibsagar 12, and Nowgong and Dibrugarh 14 seers per rupee.

**Mysore and Coorg.**—*For week ending 24th May.*—**MYSORE:** Rainfall—2 inches 23 cents in the Civil and Military station and rain general and good in parts of the Province. Prospects are favourable. Prices have slightly fallen in Kolar and Kadur; and risen in Tumkur and Hassan. *Ragi (Eleusine coracana)* has been sown in parts of Mysore, Kadur, and Hassan.

**COORG:** Rainfall—18 cents. Ploughing for rice continues. Coffee-berries are forming. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 24th May.*—**BERAR:** The weather is hot and cloudy. Breaking up of land for the ensuing monsoon crop continues. Fodder is insufficient in parts of the Wun district. The water-supply is inadequate in parts of the Province. Prices are almost steady.

**HYDERABAD:** Rainfall during the week 10 cents. The winter rice crop has suffered from unseasonable rain in two districts, but in other parts harvesting continues. Preparation in fields for the monsoon sowings is in progress. Water scarcity continues to be felt. Prices of grain are stationary. Prices—wheat 10, coarse rice  $10\frac{1}{2}$ , and *jowari* 25 seers per current sicca rupee.

**Central India.**—*For week ending 24th May.*—Slight rain fell during the week in all Agencies, except Bundelkhand. Agricultural operations have been completed. Agricultural stock and pasturage are in good condition. Prices are above normal in Bundelkhand and normal elsewhere.

**Rajputana.**—*For week ending 24th May.*—Rain ranging from about  $1\frac{1}{2}$  inches to 11 cents fell at Pertabgarh, Meywar, Kotah, Haraoti, Ajmere, Kerowlee, Dholepore, and Bhurtpore. Agricultural operations are proceeding satisfactorily. Land is being prepared in all parts for the autumn crops. Agricultural stock is in fair to good condition. Fodder scarcity prevails in the States mentioned last week. Prices are rising in Jhallawar and Bhurtpore; and are steady elsewhere. The numbers employed on relief works were—Ajmere 413, Merwara 4,644, and Marwar 935. There are 238 persons on ordinary works and 191 on gratuitous relief in Ajmere-Merwara. Prices—Ajmere 20, Beawar 22, and Marwar 15 seers per rupee. Arrangements are being made to supplement the water-supply in Kherwara, where wells are failing.

**Kashmir.**—*For week ending 23rd May.*—The weather is fine. Prospects of the spring crops are excellent. Prices continue below normal. Rice—27 seers per rupee.

**JAMMU PROVINCE.**—Report not received.

**Nepal.**—*For week ending 20th May.*—Rainfall—1·16 inches. The weather is seasonable. Sowing of indian-corn and upland rice is still in progress. Wheat prospects are good. Rice— $9\frac{1}{2}$  seers per rupee.

M. FINUCANE,

*Offg. Secretary to the Government of India.*



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

No. 18—17-2.

*Extract from the Proceedings of the Government of India in the Department of Revenue and Agriculture (Geology and Minerals),—dated Simla, the 20th May, 1899.*

## Read the undermentioned papers—

- Department of Revenue and Agriculture Resolution No. 15—27-4, dated the 12th December 1894.
- Department of Revenue and Agriculture Circular to Local Governments and Administrations, No. 16—27-5, dated the 13th December 1894.
- Department of Revenue and Agriculture Circular to Local Governments and Administrations, No. 17—27-6, dated the 13th December 1894.
- Despatch to Her Majesty's Secretary of State for India, Nq. 74, dated the 21st October 1897.
- Despatch from Her Majesty's Secretary of State for India, No. 16 (Revenue), dated the 19th January 1899.

## RESOLUTION.

The Governor General in Council is pleased to prescribe the following revised rules for regulating the grant by Local Governments of licenses to explore and prospect for minerals and the grant of mining leases in British India :

**Rules for the grant of licenses by Local Governments to explore and prospect for Minerals, and of Mining Leases in British India.**

The following rules regulating the grant by Local Governments of licenses to explore and prospect for minerals and the grant of leases of mines and minerals have been made by the Governor General in Council, and sanctioned by the Secretary of State for India in Council.

No such license or lease can be granted by any Local Government otherwise than in accordance with these rules, except with the previous sanction of the Secretary of State for India in Council, or with that of the Governor General in Council under any general or special authority which he may have received in this behalf from the said Secretary of State in Council.

## In these rules—

- Collector means the Revenue Officer in charge of the district ;
- Local Government includes a Chief Commissioner ; and
- Person includes any persons, syndicate, partnership, or Company.

A license or lease under these rules may be granted to any person ; in case of the death of the person or any of the persons to whom it is granted it shall inure for the benefit of his legal representatives.

## Exploring Licenses.

1. A license to explore land for minerals or mineral oil, called hereinafter an exploring license, will authorise the licensee to search the surface of the land specified in the license for minerals of every description and for mineral oil, and, subject to such restrictions as the Local Government may from time to time impose, to remove any specimens or samples found by the licensee in or upon such land.\*

2. Such license shall only be granted with respect to land in which the mines, minerals, or mineral oils are the property of the Government, and (subject to the provisions of any law, or rule having the force of law, for the time being in force with reference to such land) shall not authorise the licensee to enter upon any land in the occupation of any person without the consent of the occupier.

\* *Note.*—The surface of unoccupied and unreserved land which is the property of Government may be freely searched without a license, but the Government does not object to granting a license to explore when one is applied for.

3. Such license cannot be assigned, nor can any right or interest thereunder be transferred without the assent of the Local Government.

4. Such license shall not authorise the licensee to mine or quarry, but he may turn up to such depth as the Collector may sanction, and, subject to such conditions as he may impose, the surface of unoccupied land, or, with the consent of the occupier, that of land which the Government has granted for agricultural purposes, reserving only the right to minerals.

5. Such license may be granted by such person and under such rules as the Local Government may prescribe.

6. Every such license shall run for one year, but may be renewed for a further similar term by the same authority, and there shall be paid for each license or renewal such fee, not exceeding Rs. 10, as the Local Government may prescribe.

7. A royalty shall be payable to Government on the value of all precious stones found and removed by an explorer, whether he has taken out a license or not. In the case of licenses such royalty shall be at such rate, not exceeding 15 per cent., as shall be fixed by the license, and in the case of an unlicensed explorer, shall be 15 per cent. on the value of the stones removed. Neglect to report the discovery of any such stone within a reasonable time shall involve the forfeiture of the license and of all claim to have an application for a mining or prospecting lease favourably considered.

8. Such license shall give no exclusive or preferential rights, but in considering rival claims for a prospecting license or mining lease, due regard will be had to operations conducted under cover of an exploring license.

#### Prospecting Licenses.

9. (1) A license to prospect for minerals or mineral oil, called hereinafter a prospecting license, shall confer on the licensee the sole right, subject to the conditions contained in the license, to mine, quarry, bore, dig and search for, win, work, and carry away any mineral or mineral oil specified in the license, and lying or being within, under, or throughout the land specified in the license.

(2) A prospecting license shall only be granted with respect to land in which the mines, minerals, or mineral oils are the property of the Government, and shall apply only to the area described in the license.

10. No prospecting license shall be granted except to a person approved by the Local Government, and such person shall, before the license is granted, deposit as security in respect of each license such sum, not being less than Rs. 100, as the Collector may determine, or give security to the like amount to the satisfaction of the Collector. Subject to such deduction on account of compensation for surface damage or otherwise as the Collector may order, the amount of any deposit made under this rule, should the depositor afterwards become the lessee of any mining lease, will be carried to his credit as part of the rents and royalties payable under his lease, and should he decline or fail to obtain any such lease as aforesaid, will be returned to him.

11. (1) Every application for a prospecting license shall, unless the Local Government shall in any case otherwise direct, be made to the Collector of the district, in which the land or some part of the land with respect to which the license is required is situate.

(2) Every such application shall contain the following particulars, namely :

(a) the name, residence, and profession of the applicant;

(b) a description, as accurate as possible, and illustrated by a rough sketch, of the situation, boundaries, and area of the land with respect to which the license is required; and

(c) a specification of the mineral or minerals for which the applicant desires to prospect.

(3) Every application shall be accompanied by a certificate that the applicant has been approved by the Local Government, under the signature of one of its secretaries.

12. On receipt of any such application the Collector shall, as soon as practicable, inquire whether the grant of the license applied for is inexpedient either on the ground that the land described in the application is required for a public purpose, or otherwise.

13. (1) Should the Collector be of opinion that it is not expedient to grant the license, or should he find that the licensee has not been approved by the Local Government, he shall refuse to grant the license, and shall forthwith report the matter through the proper channel to the Local Government, which may pass such orders as it may think fit.

(2) Subject to the control of the Local Government, the Collector, if he finds that there is no objection to the grant of the license applied for, and if the applicant has been



approved by the Local Government, may grant to the applicant a license in such form as may be prescribed, and shall report the matter to the Local Government or such other authority as the Local Government may direct.

14. A register of applications for prospecting licenses shall be kept in English in the Collector's office, specifying—

- (1) Name of applicant.
- (2) Date.
- (3) Residence of applicant.
- (4) Situation of the land.
- (5) Boundaries.
- (6) Estimated area.
- (7) Date of certificate of approval of applicant by the Local Government.
- (8) Date of license.
- (9) Rent and royalty payable.
- (10) Period for which granted.

15. Every prospecting license shall contain such conditions as may in any particular case seem necessary, and shall in all cases contain the following conditions :

- (i) The term for which the license shall be granted shall be one year or such shorter term as the applicant may desire. The license may be renewed by the Collector for a further term not exceeding two years, whenever he is satisfied that the licensee has been prevented from completing his search of the land by any cause other than his own default.
- (ii) A moderate rent not exceeding one rupee per acre shall be paid for the land covered by the license.
- (iii) The licensee shall pay a royalty at a rate not exceeding 15 per cent. of the value on all precious stones won and carried away, and a royalty at the rates specified in Schedule C on all other minerals won and carried away over and above such quantity as the Collector, subject to the orders of the Local Government, may allow to be taken free for purposes of experiment.
- (iv) No land in the occupation of any person shall be entered upon without the consent of the occupier, and no trees, standing crops, or other private property shall be cut or in any way injured without the consent of the owner thereof.
- (v) The licensee shall make and pay reasonable satisfaction and compensation for all injury which may be done by him in exercise of the powers granted by the license, and shall indemnify the Government against all claims which may be made by third parties in respect of any such damage or injury.
- (vi) The licensee shall not cut or injure any tree on unoccupied and unreserved land without the permission of the Collector in writing.
- (vii) Such license cannot be assigned nor can any right or interest thereunder be transferred without the consent of the Local Government.
- (viii) In case of any breach on the part of the licensee of any of the five last preceding clauses, the Collector may summarily revoke the license, and thereupon all rights conferred thereby or enjoyed thereunder shall cease.
- (ix) The licensee shall, within six months next after the determination of the license or the date of the abandonment of the undertaking, whichever shall first occur, securely plug any bores and fill up or fence any holes or excavations that he may have made in the land to such extent as the Collector may require, and shall to the like extent restore the surface of the land and all buildings thereon which he may have damaged in the course of prospecting : Provided that this clause shall not apply to any land held under a mining lease.
- (x) Should any question of dispute arise regarding the license, or any matter or thing connected therewith, or the powers of the licensee thereunder or the amount or payment of the rent or royalty made payable thereby, the matter in difference shall be decided by the Local Government, whose decision shall be final.

16. On or before the determination of his license the licensee shall have a right, subject to the rules hereinafter contained—

- (a) in the case of mineral oil or minerals other than precious stones, to a mining lease in accordance with the terms contained in rules for mining leases ;

- (b) in the case of precious stones, to the first offer of such mining lease as the Governor General in Council may think fit to grant.

Such lease may include so much land, whether comprising the whole or a part only of the area for which the prospecting license was granted, as shall not exceed the area specified with respect to mining leases in Schedule A annexed to these rules.

#### Mining Leases.

17. (1) Every application for the grant of a mining lease, not being a lease of a mine of precious stones, shall be presented to the Collector in whose district the land or some part of the land with respect to which the lease is applied for is situate. The Collector shall forward the application through the proper channel to the Local Government. The Local Government may by general or special order require a deposit of money not exceeding Rs. 500 to be made by the applicant in any case or class of cases before the application is taken into consideration.

(2) No mining lease shall be granted otherwise than with respect to land in which the mines, minerals, or mineral oils are the property of Government.

18. Every application for a mining lease shall contain—

- (a) the name, residence, and profession of the applicant ;
- (b) the name of the mineral for which the applicant intends to mine ;
- (c) a map of the area over which the proposed lease is to extend.

19. On receipt of any such application the Local Government may, if the applicant is entitled to a lease under Rule 16, or if it considers that the applicant should be granted a mining lease, grant the same in accordance with these rules over such one or more blocks, each not exceeding in extent the area specified in Schedule A annexed to these rules, as the Local Government may think fit :

Provided that no mining lease shall be granted by a Local Government under these rules so as to cause the total area held under mining leases by the lessee, or by those joint in interest with him, to exceed ten square miles.

No such lease shall be executed until it has been approved by the Advocate General or other legal adviser, if any, appointed for the Province.

20. Without the previous sanction of the Governor General in Council, the length of a block shall not be allowed to exceed four times its breadth.

21. The term for which a mining lease may be granted shall not exceed thirty years, and no covenant for renewal may be inserted in the lease without the sanction of the Governor General in Council.

22. Every such lease shall contain such conditions and stipulations as the Local Government may in each case consider necessary ; but shall in every case contain the following conditions, namely :

- (i) the lessee shall pay a royalty at the rate specified in the lease, which rate shall be that fixed for the particular mineral in Schedule C ; and if any other mineral shall be discovered by him, then the royalty shall be paid therefor at such rate, not being less than 20 per cent. of the value thereof, as the Local Government may determine, until a mining lease has been obtained in respect of such mineral ; but the lessee shall be entitled to require and obtain such lease for the term then unexpired of his original lease upon the terms hereinbefore mentioned in Rule 16 ;
- (ii) the lessee shall also pay for every year after the first year a fixed yearly dead rent at a rate not less than that laid down in Schedule B : provided that no lessee shall pay both royalty and dead rent in respect of the same lease, but only such one of them as may be of the greater amount ;
- (iii) the lessee shall also pay for all land which he may take up, use, or occupy for the purpose of the mine a surface rent at the rate specified in Schedule B ;
- (iv) the lessee shall at his own expense erect and at all times maintain and keep in repair boundary marks and pillars according to the demarcation to be shown in a plan annexed to his lease ;
- (v) the lessee shall make and pay reasonable satisfaction and compensation for all injury which may be done by him in exercise of the powers granted by the lease, and shall indemnify the Government against all claims which may be made by third parties in respect of any such injury ;
- (vi) the lessee shall not cut or injure any tree reserved in the lease ;



- (vi) neither the lessee nor any person claiming through or under him shall assign the lease, or transfer any right or interest thereunder, or underlet the whole or any portion of the premises comprised in such lease, without the assent of the Local Government first had and obtained ;
- (viii) the lessee shall commence operations within two years from the date of the execution of the lease, and shall thereafter carry them on effectually in a proper, skilful, and mininglike manner unless prevented by unavoidable cause ;
- (ix) the lessee shall keep correct accounts showing the quantity and particulars of all minerals obtained from the mine and the number of persons employed therein, and also complete plans of the mine, and shall allow any officer authorised by the Local Government in that behalf at any time to examine such accounts and plans, and shall furnish the Local Government with such information and returns in respect of the aforesaid matter as it may prescribe ;\*
- (x) the lessee shall allow any officer authorised by the Local Government in that behalf to enter upon the premises comprised in the lease for the purpose of inspecting the same ;
- (xi) the lessee shall without delay send to the Collector a report of any accident which may occur at or in the said premises, and also the finding therein of any mineral not specified in the lease ;
- (xii) should the royalty or rent reserved or made payable by the lease be not paid within two months next after the date fixed in the lease for the payment of the same, the Local Government may enter upon the said premises and detain all or any of the minerals or moveable property therein, and may carry away or detain them until the rent or royalty due and all costs and expenses occasioned by the non-payment thereof shall be fully paid ; and, if any royalty or rent remain at any time unpaid for six calendar months after the date on which it is due, the Local Government may determine the lease and take possession of the premises comprised therein ;
- (xiii) in case of any breach on the part of the lessee of any covenant or condition contained in the lease, the Local Government may determine the lease and take possession of the said premises ;
- (xiv) at the end or sooner determination of the lease, the lessee shall deliver up the said premises and all mines (if any) dug therein in a proper and workmanlike state, save in respect of any working as to which the Local Government may have sanctioned abandonment ;
- (xv) should any question or dispute arise regarding the lease or any matter or thing connected with the mines and minerals leased, or the working or non-working thereof, or the amount or payment of the royalty or rent reserved or made payable by the lease, the matter in difference shall be decided by the Local Government, whose decision thereon shall be final.

23. No lease of a mine of precious stones shall be granted except by the Governor General in Council. The procedure for obtaining and the conditions of such lease shall be those prescribed by Rules 17 to 22, read as if the Governor General in Council were substituted for the Local Government.

#### General Provisions as to Licenses and Leases.

24. (1) All operations conducted under the authority of these rules within a reserved forest shall be subject to such conditions as the Local Government may by general or special order from time to time prescribe.

(2) It shall be a condition of every license granted under these rules that, before the commencement of exploration or prospecting (as the case may be) within a reserved forest, notice shall be given to the District Forest Officer of the intention to commence operations, and that the operation shall be conducted subject to any conditions regarding the use of fire that he may prescribe.

(3) Every mining lease which includes any portion of a reserved forest shall, if it authorises the lessee to fell timber for mining purposes, specify the area within which, or the quantity up to which, and the terms and conditions upon which, he may exercise that authority.

25. Should the applicant for a prospecting license or mining lease desire the Collector to prepare for him the sketch required by Rule 11 (2) (b) or the map required by Rule 18 (c), or should the sketch or map presented by the applicant be insufficient, the Collector may prepare the sketch or map required, and may, if he so order, recover the cost from the applicant at a rate not exceeding 4 annas per acre. If the Local Government has prepared a map of a tract of country specially for the convenience of intending applicants for licenses

\* Note.—All information and returns obtained or furnished under this clause shall be treated as strictly confidential.

and leases under these rules, and if any applicant makes use of such map for the sketch or map aforesaid, it will be open to the Local Government to recover as above such share of the cost of preparing the map as it may consider to be equitably due from such applicant.

26. If a license or lease is not executed within six months after leave has been granted for it, the right of the applicant to such license or lease shall be held to have lapsed, unless the Local Government for special reasons consents to grant the same notwithstanding the delay.

SCHEDULE A.

(Vide No. 19 of Rules.)

Maximum area in square miles for Mining-lease—

Coal	2
Oil	1
Gold or silver	$\frac{1}{2}$
Metals	$\frac{1}{2}$
Precious stones	*

SCHEDULE B.

(Vide Nos. 15 (ii), 22 (ii), and 22 (iii) of Rules.)

	Prospecting.	Mining.	
		Surface Rent per Acre.	Dead Rent per Acre (minimum).
Rent charged for—			
Coal	A moderate rent not exceeding one rupee per acre.	The rent rate assessable under the Revenue or Rent law of the Province; or, if no such rent is so assessable, the rate which may be fixed by agreement, subject to a maximum of one rupee.	4 annas.
Oil			1 rupee.
Gold or silver			1 rupee.
Iron			1 anna.
Other metals			1 rupee.

SCHEDULE C.

(Vide Nos. 15 (iii) and 22 (i) of Rules.)

Prospecting and Mining.

Royalty—

Coal, exclusive of dust and coal used on the works.	1 anna per ton.
Oil	8 annas per 40 gallons or 5 per cent. <i>ad-valorem</i> on gross value.
Gold or silver	$7\frac{1}{2}$ per cent. on the net profits of each year taken separately.
Iron	$\frac{1}{2}$ anna per ton of ironstone.
Copper, tin, lead, or other metals	$2\frac{1}{2}$ per cent. on the sale value at the pit's mouth or on the surface, of the dressed ore or metal, convertible at the option of the lessee to an equivalent charge per ton to be fixed annually or for a term.
Precious stones	30 per cent. on the net profits of each year taken separately.

\* Will be decided by the Government of India in each case on its merits.

ORDER.—Ordered that a copy of this Resolution be forwarded to all Local Governments and Administrations for information and guidance, and that a copy be forwarded to all Departments of the Government of India, to the Director, Geological Survey of India, and to the Inspector General of Forests, for information.

Ordered, also, that the Resolution be published in the Supplement to the *Gazette of India* for general information.

[True Extract.]

M. FINUCANE,

Offg. Secretary to the Government of India.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY  
14TH MAY 1898, AND FROM 1ST JANUARY TO 13TH MAY 1899.

N.B.—As regards the figures in column *Total earnings from 1st January 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile during the 1st half of 1898.	WEEK ENDING 14TH MAY 1898.				WEEK ENDING 13TH MAY 1899.				Earnings from 1st January to 14th May 1898.	Earnings from 1st January to 13th May 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.													
Standard gauge—													
East Indian	694	1,740	12,71,271	731	1,747	12,33,000	706	2,40,15,061	2,40,41,000	25,339			
Bengal Central	162	125	15,307	122	125	16,200	130	4,05,564	3,91,000				
Bengal-Nagpur	181	862	1,86,526	216	1,186	1,78,000	150	32,25,675	35,92,000	3,66,325			
Indian Midland (including Bhopal-Itarsi)	171	800	2,05,615	257	868	1,55,000	179	25,82,684	28,12,000	2,29,316			
Bezwada extn. (East Coast State)	191	21	4,450	212	21	3,200	152	84,622	60,200				
Washermenpet-Eunir sec. (Bez.-Mad.)	119	9	602	67	9	900	100	19,777	28,500	8,723			
Metre gauge—													
Rajputana-Malwa (incldg. G.-R.-Nagda)	264	1,815	5,62,953	310	1,815	4,82,000	266	84,98,217	92,76,000	7,77,783			
Palampur-Deesa	44	17	940	55	17	600	35	11,734	13,800	2,066			
South India	161	1,042	1,71,547	164	1,023	1,64,000	160	30,50,201	29,70,000				
Mayavaram-Mutpet	88	54	4,895	91	54	4,900	91	86,024	81,500				
Southern Mahratta (incldg. G.-M. Fron. sec.)	103	1,165	1,34,341	115	1,165	1,39,000	120	22,45,724	21,70,000				
Mysore section (Southern Mahratta)	107	296	30,707	104	296	28,500	79	6,09,379	3,50,000				
Bengal and North-Western system	162	854	1,62,247	190	1,082	1,91,000	177	26,84,666	29,45,000	2,60,334			
Lucknow-Bareilly	106	231	28,806	125	231	27,100	117	4,35,823	4,68,000	32,178			
Assam-Bengal	90	286	21,202	74	434	29,500	72	4,91,171	6,30,000	1,38,829			
Burma	223	936	2,01,343	215	936	1,66,000	177	41,08,560	36,15,000				
TOTAL	266	10,253	30,02,813	293	11,009	23,13,900	256	5,25,54,881	5,34,44,000	8,89,119			
State lines worked by the State.													
Standard gauge—													
North Western (a)	287	2,886	8,75,548	303	2,939	6,45,000	218	1,51,65,835	1,26,26,000				
Oudh and Rohilkhand (incldg. m. g. link)	217	1,013	2,23,079	220	1,013	2,33,000	230	38,07,021	40,77,000	2,69,979			
Eastern Bengal (incldg. metre & 2' 6")	319	818	2,06,715	253	834	2,35,000	282	52,70,894	45,47,000				
East Coast (b)	116	536	61,701	115	795	93,300	117	12,14,270	15,63,000	3,48,730			
Special gauges—													
Jorhat	66	28	1,684	60	25	1,400	56	36,093	31,900				
Cherra-Companyganj	20	...	...	...	...	(c)	...	(d) 424	(e) 6,400	5,976			
TOTAL	261	5,281	13,08,727	259	5,620	12,07,700	215	2,54,94,537	2,28,51,300				
Lines worked by guaranteed c. s.													
Standard gauge—													
Great Indian Peninsula system	514	1,491	10,16,911	682	1,491	6,41,000	490	1,51,22,003	1,58,61,000	7,38,997			
Bombay, Baroda and Central India	775	461	4,91,777	1,067	461	4,20,000	911	61,54,255	65,29,000	3,74,745			
Madras	258	840	2,26,463	270	840	1,81,000	215	40,97,995	34,58,000				
TOTAL	480	2,792	17,35,151	621	2,792	12,42,000	445	2,53,74,253	2,58,48,000	4,73,747			
TOTAL (GUARANTEED AND STATE) Assisted companies.	297	18,326	61,06,691	333	19,427	52,63,600	271	10,34,23,671	10,21,43,300				
Standard gauge—													
Delhi-Umballa-Kalka	217	162	30,195	186	162	25,600	158	6,99,797	5,20,000				
Tarkessur	320	22	5,739	261	22	5,700	259	1,50,375	1,35,000				
Southern Punjab (Delhi-Samāsata)	75	400	37,861	95	423	32,600	77	4,18,429	4,78,000	59,571			
Tapti Valley	...	...	...	...	36	2,200	62	...	34,300	34,300			
Metre gauge—													
Brahmaputra-Sultanpur	...	...	...	...	25	900	36	...	(f) 5,290	5,290			
Mymensingh-Jamalpur-Jagannathganj	...	...	...	...	33	1,200	36	...	23,900	23,900			
Rohilkund and Kumaon (Co. s. sec. 1)	137	66	8,868	134	66	9,400	142	1,62,522	1,73,000	10,478			
Sogowlie-Raxaul	...	...	...	...	18	400	20	...	(g) 5,400	5,400			
Bengal Doars	106	36	3,048	85	36	2,700	75	62,853	55,100				
Dibroo-Sadiya	200	78	15,293	196	78	14,000	179	3,03,107	3,36,000	32,893			
Ahmedabad-Parantij	59	55	4,608	84	55	3,700	67	56,860	66,600	9,750			
Special gauges—													
Darjeeling-Himalayan	266	51	16,803	329	51	17,000	333	2,53,364	2,39,000				
Barsi	156	21	3,622	172	21	2,900	198	67,963	73,600	5,637			
TOTAL	135	691	1,26,037	141	1,026	1,18,300	115	21,75,260	21,45,100				
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonna	31	74	2,083	28	74	5,100	69	39,898	90,000	50,102			
Bhopal-Ujjain	76	114	9,246	81	114	11,800	104	1,63,404	2,04,000	40,596			
Nagda-Ujjain	86	35	4,292	120	34	2,600	76	52,638	46,500				
The Nizam's guaranteed state	235	334	84,565	253	334	70,900	212	14,99,840	14,33,000				
The Gaekwar's Petlad	70	13	1,023	79	13	1,000	77	12,681	18,800	6,119			
Rajpura-Bhatinda	140	108	16,086	149	108	17,800	165	2,64,550	2,11,000				
Kolar Gold-fields	408	10	5,309	531	10	1,800	180	75,680	56,600				
Metre gauge—													
Yessvantpur-Mysore Fron. sec. (incldg. M.-Nanjangud)	71	66	4,652	70	66	3,900	59	86,369	56,200				
The Gaekwar's Mehsana	81	93	8,318	89	93	7,700	83	1,30,261	1,30,000				
Kolhapur	55	29	1,582	55	29	2,300	79	29,016	41,600	12,584			
Special gauges—													
The Gaekwar's Dabhoi	58	79	6,280	89	79	7,000	69	76,448	82,600	6,152			
Rajpipla	13	19	133	7	24	700	29	3,593	14,300	10,707			
Cooch Behar	63	22	726	33	34	1,800	53	23,560	25,700				
TOTAL	133	996	1,44,214	145	1,012	1,34,400	123	24,63,011	24,10,300				
Lines owned & worked by n. states.													
Metre gauge—													
Bhavnagar-Gondal-Junagad-Porbandar	126	334	63,699	191	334	39,200	117	7,55,659	7,76,000	20,341			
Jetalsar-Rajkot	80	46	5,097	110	46	4,100	89	69,954	77,100	8,046			
Jamnagar	38	54	2,602	49	54	2,700	50	37,859	42,700	4,841			
Dhrangadra	...	...	...	...	21	1,700	81	...	28,000	28,000			
Jodhpore-Bikaner	66	364	23,706	65	407	39,400	97	4,60,416	7,17,000	2,56,584			
Odeypore-Chitor	42	60	2,958	49	61	3,200	52	44,010	60,400	16,390			
Special gauges—													
Morvi	83	94	10,968	117	94	9,900	99	1,26,355	1,59,000	32,645			
TOTAL	86	952	1,08,998	114	1,017	99,000	98	14,93,353	18,60,200	3,66,847			
GRAND TOTAL	273	21,165	64,85,940	306	22,482	66,15,900	250	10,95,55,295	10,85,58,900				

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rys.

(b) Includes Bezwada-Madras ry.

(c) Closed for traffic.

(d) From 9th to 31st March 1898.

(e) From 1st January to 31st March 1899.

(f) From 1st April to 13th May 1899.

(g) From 1st March to 13th May 1899.

W. J. McELHINNY, Captain, R.E.,  
Offg. Under Secy. to the Govt. of India

SIMLA, the 25th May, 1899.

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. VI of 1899-1900.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total earnings from 1st April 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 14TH MAY 1898.				WEEK ENDING 13TH MAY 1899.				Earnings from 1st April to 14th May 1898.	Earnings from 1st April to 13th May 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.													
Standard gauge—	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
East Indian	654	1,740	12,71,272	731	1,747	12,33,000	706	81,43,896	78,65,000	...	2,78,896	...	12,250
Bengal Central	183	125	15,307	122	125	16,200	130	1,23,250	1,11,000	...	12,250	...	1,63,180
Bengal Nagpur	139	862	1,86,526	216	1,186	1,78,000	150	12,38,180	10,75,000	...	55,966	...	10,018
Indian Midland (inclgd. Bhopal-Itarsi)	155	800	2,05,615	257	868	1,55,000	179	9,21,034	9,77,000	...	...	...	...
Bozwada extn. (East Coast State)	185	21	4,450	212	21	3,200	152	31,018	21,000	...	10,018	...	...
Washermenpet-Ennur sec. (Bez.-Mad.)	135	9	602	67	9	900	100	6,244	10,500	...	4,256	...	...
Standard gauge—													
Rajputana-Malwa (inclgd. G.-R.-Nagda)	210	1,815	5,62,953	310	1,815	4,82,000	266	21,23,181	28,61,000	...	2,62,181	...	6
Pilani-Pur-Deesa	44	17	940	55	17	600	35	4,506	4,500	...	6	...	...
South Indian	166	1,042	1,71,547	164	1,023	1,64,000	160	10,62,426	10,06,000	...	56,426	...	3,865
Mayavaram-Mutpet	92	54	4,895	91	54	4,900	91	31,465	27,600	...	3,865	...	...
Southern Mahratta (inclgd. G.-M. Fron. sec.)	113	1,165	1,34,341	115	1,165	1,39,000	120	8,62,233	7,87,000	...	75,233	...	76,729
Mysore section (Southern Mahratta)	123	296	30,707	104	296	23,500	79	2,00,729	1,24,000	...	76,729	...	...
Bengal and North-Western system	147	854	1,62,247	190	1,082	1,91,000	177	9,55,824	11,30,000	1,74,176	...	...	...
Lucknow-Bareilly	81	231	28,866	125	231	27,100	117	1,55,570	1,58,000	2,430	...	...	...
Assam-Bengal	73	286	21,202	74	434	29,500	72	1,57,051	1,82,000	24,949	...	...	...
Burma	186	936	2,01,343	215	936	1,66,000	177	11,76,630	10,22,000	...	1,54,630	...	8,31,637
TOTAL	243	10,253	30,02,813	295	11,009	28,13,900	256	1,81,93,237	1,73,61,600	...	8,31,637	...	...
State lines worked by the State.													
Standard gauge—													
North Western (a)	236	2,836	8,75,548	303	2,959	6,45,000	218	49,76,090	41,67,000	...	8,09,090	...	...
Odish and Rohilkhand (inclgd. m. g. link)	135	1,013	2,25,079	220	1,013	2,33,000	230	14,11,372	15,04,000	92,628	...	...	75,390
Eastern Bengal (inclgd. metre & 2' 6")	362	818	2,06,715	253	834	2,35,000	282	14,94,390	14,19,000	...	75,390	...	...
East Coast (b)	106	536	61,701	115	795	93,300	117	3,95,175	5,60,000	1,64,825	...	...	...
Standard gauges—													
Terhat	69	28	1,684	60	25	1,400	56	10,609	9,000	...	1,609	...	...
Cherra-Companyganj	44	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	235	5,281	13,68,727	259	5,626	12,07,700	215	82,87,636	76,59,000	...	6,28,636	...	...
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	381	1,491	10,16,911	682	1,491	6,41,000	430	57,45,918	44,96,000	...	12,49,918	...	4,01,637
Bombay, Baroda and Central India	586	461	4,91,777	1,067	461	4,20,000	911	27,81,637	23,80,000	...	4,01,637	...	2,37,352
Madras	261	840	2,26,463	270	840	1,81,000	215	13,84,352	11,47,000	...	2,37,352	...	...
TOTAL	379	2,792	17,35,151	621	2,792	12,42,000	445	99,11,907	80,23,000	...	18,88,907	...	33,49,180
TOTAL (GUARANTEED AND STATE)	262	18,326	61,06,691	333	19,427	52,63,600	271	3,63,92,780	3,30,43,600	...	33,49,180	...	...
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	207	162	30,195	186	162	25,600	158	1,98,374	1,76,000	...	22,374	...	8,111
Tarkessur	278	22	5,739	261	22	5,700	259	57,011	48,900	...	8,111	...	10,813
Southern Punjab (Delhi-Samastota)	42	400	37,861	95	423	32,600	77	1,88,813	1,78,000	...	10,813	...	...
Patli Valley	...	...	...	...	...	2,200	62	...	12,100	12,100	...	...	...
Standard gauge—													
Brahmaputra-Sultanpur	...	...	...	...	...	900	36	...	5,200	5,200	...	...	...
Mymensingh-Jamalpur-Jagannathganj	...	...	...	...	...	1,200	36	...	7,200	7,200	...	...	...
Rohilkhand and Kumaon (Co.'s sec.)	121	66	8,808	134	66	9,400	142	69,499	57,900	...	11,599	...	...
Segowlie-Kaxaul	...	...	...	...	...	400	20	...	3,400	3,400	...	...	...
Bengal Doonars	149	36	3,048	85	36	2,700	75	17,587	16,600	...	987	...	...
Dibru-Sadiya	198	78	15,293	196	78	14,000	179	1,03,248	1,04,000	752	...	...	...
Ahmedabad-Parantij	45	55	4,608	84	55	3,700	67	27,102	22,800	...	4,302	...	...
Standard gauges—													
Darjeeling-Himalayan	274	51	16,803	329	51	17,000	333	1,11,595	94,000	...	17,595	...	3,631
Itarsi	125	21	3,622	172	21	2,900	138	24,231	20,700	...	3,631	...	50,760
TOTAL	147	891	1,26,037	141	1,026	1,18,300	115	7,97,560	7,46,800	...	50,760	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonia	26	74	2,083	28	74	5,100	69	14,955	27,200	12,245	...	...	...
Bhopal-Ujjain	61	114	9,246	81	114	11,900	104	57,577	72,300	14,723	...	...	4,159
Nagda-Ujjain	60	35	4,202	120	34	2,600	76	21,159	17,000	...	4,159	...	1,02,257
The Nizam's Guaranteed State	211	334	84,565	253	334	70,900	212	5,42,257	4,40,000	...	1,02,257	...	...
The Gaekwar's Petlad	84	13	1,023	79	13	1,000	77	6,780	7,300	520	...	...	7,354
Rajpura-Bhatinda	122	108	16,086	149	108	17,800	165	79,854	72,500	...	7,354	...	8,060
Kolar Gold-fields	402	10	5,909	531	10	1,800	180	23,560	15,500	...	8,060	...	...
Standard gauge—													
Desvantspur-Mysore Fron. sec. (inclgd. M.-Nanjangud)	84	66	4,652	70	66	3,900	59	30,445	20,700	...	9,745	...	8,308
The Gaekwar's Mohsana	71	93	8,318	89	93	7,700	83	51,108	42,800	...	8,308	...	...
Kolhapur	57	29	1,582	55	29	2,300	79	11,116	13,800	2,684	...	...	50
Standard gauges—													
The Gaekwar's Dabhoi	51	79	6,289	80	79	7,000	89	31,950	31,900	...	50	...	...
Rajpura	11	19	133	7	24	700	29	1,354	5,100	3,746	...	...	...
Gooch Behar	54	22	726	33	34	1,800	53	8,840	10,100	1,260	...	...	...
TOTAL	120	996	1,44,214	145	1,012	1,34,400	134	8,80,955	7,76,200	...	1,04,755	...	...
Lines owned & worked by n. states.													
Standard gauge—													
Bhavnagar-Gondal-Junagad-Forbandar	97	334	63,699	191	334	39,200	117	3,44,914	2,50,000	...	94,914	...	626
Delaval-Rajkot	82	46	5,067	110	46	4,100	89	26,536	25,900	...	636	...	1,788
Amnagar	39	54	2,602	48	54	2,700	50	16,588	14,800	...	1,788	...	...
Dhringadri	...	...	...	...	...	1,700	81	...	9,900	9,900	...	...	...
Wodhpore-Bikaner	62	364	23,706	65	407	39,400	97	1,61,034	2,26,000	64,966	...	...	...
Wodhpore-Chitor	38	60	2,956	49	61	3,200	52	17,735	18,700	965	...	...	...
Standard gauge—													
Morvi	83	94	10,908	117	94	9,300	99	53,518	55,900	2,382	...	...	20,015
TOTAL	75	952	1,08,998	114	1,017	99,600	98	6,21,215	6,01,200	...	20,015	...	...
GRAND TOTAL	243	21,165	64,85,940	306	22,482	56,15,900	250	3,86,92,510	3,51,67,800	...	35,24,710	...	...

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rlys.

(b) Includes Bozwada-Madras ry.

(c) Closed for traffic.

W. J. McELHINNY, Captain, R.E.,  
Offg. Under Secy. to the Govt. of India.  
E

SIMLA, the 25th May, 1899.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.

ACCOUNT.  
RAILWAY.

EAST INDIAN RAILWAY.

*Synopsis of the financial transactions for, and to end of, the year 1898.*

No. 114-A.R., dated Simla, the 18th May, 1899.

RESOLUTION—By the Government of India, Public Works Department.

Read the following :

Note by A. R. BECHER, Esq., Accountant General, Public Works Department, on the synopsis of the financial transactions of the East Indian Railway for the year 1898.

In continuation of my note No. 267 R. of 17th May 1898, I beg to submit, for the information of the Government of India, a synopsis of the financial transactions of the East Indian Railway from the date of its purchase by the State (1st January 1880) to the close of the year 1898.

2. The Capital Expenditure of the East Indian Railway may be thus stated.

Under the Purchase Act, 42 and 43 Vict., Cap. CCVI, the Capital Stock of the Company was taken over by Government at a commuted value of £125 for every £100 of Capital Stock :

The share capital of the Company, amounting to £26,200,000, was accordingly stated at	...	...	...	...	£ 32,750,000
Under the same Act the debentures and debenture stock were taken over by Government, and amounted to	...	...	...	...	4,450,000
TOTAL					37,200,000

Rs.

The Company had at 31st December 1879 overdrawn from Government on Capital Account ... 26,45,269

The cost of the land taken up for the Railway and paid for by Government had been ... 59,26,183

and the further outlay to close of the year 1898 from grants by Government from borrowed moneys, and from debentures raised by the Company has been :

On Construction Account	...	Rs. 6,92,16,697	
" Stores Suspense Account	...	1,10,38,070	
" Capital Advance Account	...	—8,11,685	
			7,94,43,082
			8,80,14,534

*Deduct*—Assets on the 31st December 1879, received by Government on purchase of the line and made over to the Company—

		Rs.
Stores in stock	...	76,65,340
Balance of cash and other Suspense accounts	...	8,22,167
		84,87,507

Realization by the sale of surplus and obsolete stores originally valued at Rs. 16,06,079 not taken over by the undertaking, and other miscellaneous receipts ...

6,30,652	91,18,159
----------	-----------

making the Capital outlay at close of 1898...

Rs. 7,88,96,375 + £37,200,000

			Rs.
3. During the year 1898 the gross traffic earnings were	...	...	5,97,96,060
the working expenses	...	...	1,85,76,596
and the net earnings	...	...	4,12,19,464

4. These results of working the East Indian Railway affected the finances of the Government of India in the manner and to the extent exhibited in the following paragraphs.

5. The liabilities incurred by the Government of India in connection with the purchase of the East Indian Railway are as follows :

	Capital.	Interest.
Sterling liabilities—	£	£
(a) Debenture stock	1,500,000	67,500
(b) Annuities, terminable in 1953	26,200,000	1,179,000 (inclusive of payment for redemption of Capital).
(c) Deferred annuities	6,550,000	262,000
		1,508,500
Less—Annual payment for redemption of Capital	...	65,500
Net sterling annual liability	...	1,443,000 which
at 15.8943 per rupee = Rs. 2,17,88,943.		

6. The liabilities incurred by Government since the purchase of the line have been—

	Rs.
Debentures of old Company discharged	3,54,66,835
Debentures raised by new Company (£1,550,000)	2,68,80,832

	Rs.
Construction Account	6,92,16,697
Stores Suspense Account	1,10,38,070
Capital Advance Account	—8,11,685
	7,94,43,082
Less—Outlay met from debentures raised by the Company	2,68,80,832
	5,25,62,250
Land charges by the State	59,26,183
Capital overdrawn at time of purchase	26,45,269
	12,34,81,369
Less—Credits to Government for value of stores, etc., made over to the Company	91,18,159
TOTAL	11,43,63,210

The debentures raised by the Company form a sterling liability of £1,550,000 bearing interest at  $2\frac{1}{2}$  per cent. per annum, and the difference between the above total and the rupee equivalent of the debentures (11,43,63,210 — 2,68,80,832), *vis.*, Rs. 8,74,82,378 represents the rupee liabilities incurred by Government.



7. The following, therefore, seems to be a fair account of the transactions of the railway, as they affect Government, for 1898 :

	Rs.	Rs.
Traffic earnings ... ..	5,97,96,060	
Less—Working expenses ... ..	1,85,76,596	
Net earnings ... ..		4,12,19,464
Sterling liabilities in connection with the purchase, £1,443,000 at 15'8943d. per rupee...	2,17,88,943	
Interest on debentures, £37,003 ... ..	5,58,683	
Interest on rupee liabilities—		
Interest on outlay to 30th June 1895, including land charges, Rs. 8,13,35.890 at 4 per cent.	32,53,436	
Interest on subsequent outlay, <i>vis.</i> —	Rs.	
From 1st July 1895 to 31st December 1897	27,50,170	
Half outlay during 1898 (33,96,318)	16,98,159	
	44,48,329	
at 3½ per cent. ... ..	1,55,692	
Payment of surplus profits to the Company ... ..	24,99,244	
Payment to the Company's Provident Fund ... ..	4,12,195	
Total payments ... ..		2,86,68,193
Net profit to Government ... ..		1,25,51,271
The corresponding net profit was—		Rs.
in 1897 ... ..		1,24,81,903
„ 1896 ... ..		77,89,472
„ 1895 ... ..		70,76,494
„ 1894 ... ..		56,27,445
„ 1893 ... ..		85,22,279
„ 1892 ... ..		73,98,751

8. The Capital outlay on the undertaking may be taken as under—

Sterling ( <i>vide</i> paragraph 2) ... ..	£	37,200,000
	Rs.	
Converted into Indian currency at the average rate of 19'961d. per rupee at time of purchase ... ..		44,72,72,180
Rupee debt ... ..	Rs.	11,43,63,210
Less—Rupee value of debentures discharged ( <i>vide</i> paragraph 6, <i>ante</i> ) ... ..		3,54,66,835
		7,88,96,375
TOTAL ... ..		52,61,68,555
The interest at 1 per cent. on this Capital would be ... ..		52,61,686

It follows from this that—

- (i) the net earnings of the railway are  $\frac{41,21,943}{52,61,686}$ , or 7.83 per cent. on the Capital invested by the Government in it ;
- (ii) the burden which Government bears in respect of it is  $\frac{28,66,835}{52,61,686}$ , or 5.45 per cent. ;
- (iii) the clear profit to Government is 2.38 per cent.

ORDER.—Ordered that a copy of the note and accompaniment now read, be forwarded to the Consulting Engineer to the Government of India for Railways, Calcutta, and to the Department of Finance and Commerce, for information.

F. R. UPCOTT,

*Secretary to the Government of India.*



SUPPLEMENT TO

# The Gazette of India.

No. 22.}

CALCUTTA, SATURDAY, JUNE 3, 1899.

## OFFICIAL PAPERS.

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE 2nd HALF OF APRIL 1898 AND 1899

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	34.78	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	24.52	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	26.9	...	50.38	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	...	...	25.4	...	37.21	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	29.92	...	...	...	...	...	...	...	...	...
Bassein . . . . .	...	...	27.95	...	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Henzada . . . . .	...	...	25.4	...	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	29.09	...	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	...	...	31.84	...	37.88	...	...	...	...	...	8.04	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	29.76	...	...	...	...	...	...	...	20.19	...
<i>Arakan—</i>												
Kyaukpyn . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	25	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brahmaputra—</i>												
Goalpara . . . . .	10	17.5	23.75	32.5	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	25	...	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	26.25	40	...	...	...	...	...	...	...	...
Dacca . . . . .	...	...	18.75	34.37	25	28.75	...	...	7.5	17.5	...	...
<i>Deltaic—</i>												
Midnapur . . . . .	...	...	23.12	30.62	...	...	...	...	...	...	...	...
Calcutta . . . . .	...	...	30	32.5	30	35	...	...	21.25	23.75	20	22.5
<i>Central—</i>												
Bardwan . . . . .	...	...	23.75	30.62	...	...	...	...	...	...	...	...
Pabna . . . . .	...	...	22.19	33.28	18.75	31.41	...	...	...	...	...	...
<i>Northern—</i>												
Rangpur . . . . .	...	...	21.25	30	30	40	...	...	...	...	...	...
<i>Orissa—</i>												
Cuttack . . . . .	...	...	21.72	27.81	25	40	...	...	...	...	...	...
<i>Bihar, south—</i>												
Patna . . . . .	...	...	19.06	25.94	21.87	27.5	...	...	13.75	15.94	10	20
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	24.22	28.44	22.5	28.44	...	...	13.12	19.37	...	...
Muzaffarpur . . . . .	...	...	27.5	30.94	24.22	28.44	...	...	15.31	15.94	...	...
<b>N.-W. Provinces—</b>												
<i>Eastern—</i>												
Benares . . . . .	16.45	22.5	27.45	39.48	22.71	28.23	25.73	30.57	15	19.17	...	17.45
<i>Central—</i>												
Cawnpore . . . . .	17.4	21.35	26.67	34.79	22.24	29.37	26.67	32.03	15.99	18.18	...	16.8
Jhansi . . . . .	12.19	21.09	32.03	32.4	24.37	25.42	28.59	30.1	14.84	15.26	13.91	15.78
<i>Western—</i>												
Meerut . . . . .	...	...	33.33	...	21.61	30	23.85	...	16.67	18.12	...	...
Agra . . . . .	...	...	37.5	41.87	23.75	30	...	...	15.31	16.09	15.62	...
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	...	...	...	...	{ 19.74 and 20.26 }	27.13	...	...	12.29	15.26	...	...
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow . . . . .	14.27	21.04	28.54	36.35	21.3	27.92	25.78	30.78	14.79	16.93	12.5	19.55
<i>Northern—</i>												
Fyzabad . . . . .	14.37	18.65	33.33	...	21.04	{ 28.28 to 31.25 }	...	...	13.8	18.91	11.72	17.19

\* The figures under "Rice, husked" represent the prices of common rice.

(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAGI.		MAIZE.		GRAM.		ARHAR DÁL.		GHI.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
...	...	...	...	...	...	...	...	...	...	...	...	Burma—
...	...	...	...	...	...	57.64	...	...	...	...	...	Tenasserim—
...	...	...	...	...	...	35.75	...	50.38	...	...	...	Mergui.
...	...	...	...	...	...	...	...	...	...	...	...	Tavoy.
...	...	...	...	...	...	...	...	...	...	...	...	Moulmein and Amherst.
...	...	...	...	...	...	28.57	...	39.02	...	...	...	Pegu (deltaic)—
...	...	...	...	...	...	...	...	...	...	...	...	Bangoon.
...	...	...	...	...	...	39.25	...	...	...	...	...	Thongwa.
...	...	...	...	...	...	...	...	...	...	...	...	Bassein.
...	...	...	...	...	...	38.1	...	60.42	...	...	...	Pegu (inland)—
...	...	...	...	...	...	26.46	...	...	...	...	...	Henzada.
...	...	...	...	...	...	...	...	...	...	...	...	Toungoo.
...	...	...	...	10.61	...	20.65	...	41.02	...	...	...	Upper Burma—
...	...	...	...	...	...	...	...	...	...	...	...	Mandalay.
...	...	...	...	...	...	...	...	...	...	...	...	Bamo.
...	...	...	...	...	...	20	...	55.63	...	...	...	Pakókku.
...	...	...	...	...	...	...	...	...	...	...	...	Arakan—
...	...	...	...	...	...	38.1	...	53.93	...	...	...	Kyaukpya.
...	...	...	...	...	...	...	...	...	...	...	...	Akyab.
...	...	...	...	...	...	...	...	...	...	...	...	Assam—
...	...	...	...	...	...	...	...	...	...	...	...	Brahmaputra—
...	...	...	...	...	...	...	...	...	...	...	...	Goalpara.
...	...	...	...	...	...	...	...	...	...	...	...	Gauhati.
...	...	...	...	...	...	...	...	...	...	...	...	Bengal—
...	...	...	...	...	...	27.5	45	40	...	420	400	Eastern—
...	...	...	...	...	...	22.5	33.12	27.5	32.5	350	350	Chittagong.
...	...	...	...	...	...	...	...	...	...	...	...	Dacca.
22.5	30	...	...	17.5	20.62	20	27.5	30	35	330	350	Deltaic—
...	...	...	...	...	...	...	...	...	...	320	330	Midnapur.
...	...	...	...	...	...	...	...	...	...	...	...	Calcutta.
...	...	...	...	...	...	16.25	27.5	25	32.5	330	330	Central—
...	...	...	...	...	...	16.41	25.31	31.25	36.25	470	400	Bardwan.
...	...	...	...	...	...	...	...	...	...	...	...	Pabna.
...	...	...	...	15	20	17.5	31.25	40	32.5	345	340	Northern—
...	...	...	...	...	...	...	...	...	...	...	...	Rangpur.
...	...	...	...	...	...	20.94	26.56	17.97	23.44	370	360	Orissa—
...	...	...	...	...	...	...	...	...	...	...	...	Cuttack.
...	...	...	...	8.75	15.94	13.12	20	19.06	19.06	280	300	Bihar, south—
...	...	...	...	...	...	...	...	...	...	...	...	Patna.
...	...	...	...	14.37	16.25	15	23.12	30	22.5	315	350	Bihar, north—
...	...	...	...	15.31	20	16.56	...	23.28	33.44	304.69	320	Bhagalpur.
...	...	...	...	...	...	...	...	...	...	...	...	Muzaffarpur.
...	...	...	...	...	...	14.01	21.41	22.08	27.66	335.26	345.1	N.-W. Provinces—
...	...	...	...	...	...	...	...	...	...	...	...	Eastern—
...	...	...	...	...	...	...	...	...	...	...	...	Benares.
14.06	18.59 17.03	...	...	...	15.68 15.42	16.51 17.34	19.74 17.66	...	26.67 31.35	290.89 267.5	290.88 285	Central—
...	...	...	...	...	...	...	...	...	...	...	...	Cawnpore.
...	...	...	...	...	...	...	...	...	...	...	...	Jhansi.
...	...	...	...	...	...	21.04	20.94	...	...	312.19	...	Western—
18.75	...	...	...	14.37	...	18.75	18.12	23.12	28.49	290	297.5	Meerut.
...	...	...	...	...	...	15.99	20	...	...	345 and 350	325	Agra.
...	...	...	...	...	...	...	...	...	...	...	...	Submontane, west—
...	...	...	...	...	...	...	...	...	...	...	...	Shahjahanpur.
14.79	21.04	...	...	11.67	17.03	16.04	21.61	14.53	...	315	320	Oudh—
...	...	...	...	...	...	...	...	...	...	...	...	Southern—
...	...	...	...	...	...	...	...	...	...	...	...	Lucknow.
21.04	...	...	...	13.44	18.28	15.68	30.78	20	...	304.37	305	Northern—
...	...	...	...	...	...	...	...	...	...	...	...	Fyzabad.



## WHOLESALE PRICES FOR THE 2nd HALF OF APRIL 1898 AND 1899—continued.

DISTRICTS.	GUB.		SALT.		TOBACCO LEAF.		TURMERIC.		GRASS.		STRAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	11-31	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	22-53	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	25-00	...	...	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	...	...	19-05	...	...	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	20-39	...	...	...	...	...	...	...	...	...
Bassein . . . . .	...	...	22-61	...	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Henzada . . . . .	...	...	34-07	...	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	24-81	...	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	...	...	20-65	...	...	...	...	...	...	...	...	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	24-71	...	...	...	...	...	...	...	...	...
<i>Arakan—</i>												
Kyaukpyn . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	38-1	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brahmaputra—</i>												
Goalpara . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	35	37-5	100	100	...	...	...	...	...	...
Dacca . . . . .	...	...	35-62	37-5	60	65	...	...	2-5	2-5	...	...
<i>Deltaic—</i>												
Midnapur . . . . .	...	...	35	36-87	62-5 and 75	62-5	...	...	...	...	1-56	1-3
Calcutta . . . . .	...	...	33-75	34-37	60	60	...	...	8-98	8-98	6-25	7-5
<i>Central—</i>												
Bardwan . . . . .	...	...	32-5	33-75	...	...	...	...	...	...	3-12	3-12
Fabna . . . . .	...	...	38-75	38-75	75	70	...	...	...	...	7-5	10
<i>Northern—</i>												
Rangpur . . . . .	...	...	40	40	70	60	...	...	3-75	12(a)	5	12(a)
<i>Orissa—</i>												
Cuttack . . . . .	...	...	30	30-62	45	55	...	...	5-57	5-56	4-37	2-83
<i>Bihar, south—</i>												
Patna . . . . .	...	...	35	35	30	30	...	...	3-75	3-75	3-12	3-12
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	38-75	38-75	50	50	...	...	...	...	...	...
Muzaffarpur . . . . .	...	...	33-28	36-25	80	100	...	...	...	...	...	...
<b>N.-W. Provinces—</b>												
<i>Eastern—</i>												
Benares . . . . .	27-66	40-73	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Cawnpore . . . . .	34-79	34-79	...	...	50	55	111-25	97-5	...	...	...	...
Jhansi . . . . .	40	50	...	...	...	...	...	...	...	...	...	...
<i>Western—</i>												
Meerut . . . . .	28-54	...	...	...	123-33	...	...	...	...	...	...	...
Agra . . . . .	35	40	...	...	...	...	...	...	...	...	...	...
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	...	...	...	...	...	...	105 and 110	105 to 110	...	...	...	...
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow . . . . .	30-78	44-43	...	...	70	70	...	...	...	4-01	...	...
<i>Northern—</i>												
Fyzabad . . . . .	25	37-10	...	...	...	...	...	...	...	2-81	...	...

(a) Per bundle.





## WHOLESALE PRICES FOR THE 2nd HALF OF APRIL 1898 AND 1899—continued.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Rajputana—</b>												
Eastern—												
Ajmere . . . . .	33.33	33.33	...	...	29.63	32.03	...	...	29.84	20	20	17.34
<b>Panjab—</b>												
Southern—												
Ferozpur . . . . .	15.36	20	40	66.67	20.26	29.63	26.67	34.79	12.5	15.36	19.06	20
Central—												
Lahore . . . . .	16.98	22.86	33.33	40	20.99	26.82	23.12	30	12.5	15.26	20.52	22.19
South-eastern—												
Delhi . . . . .	21.04	25	30.78	36.35	21.04	26.67	27.6	34.79	15.36	15.68	17.4	18.18
Submontane—												
Amritsar . . . . .	19.06	25	34.06	44.43	20	28.59	22.86	30.21	...	15.36	20	...
Northern—												
Rawalpindi . . . . .	16.67	14.79	46.72	54.32	22.5	25	26.56	28.59	12.92	11.77	14.84	15.36
Western—												
Multan . . . . .	12.08	18.8	24.27	28.07	24.58	33.33	29.63	37.19	16.3	18.12	14.79	22.19
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	...	...	...	...	39.37	...	...	18.44	23.75	...	...
Shikarpur . . . . .	...	...	...	...	24.37	33.96	...	...	14.37	...	12.81	13.91
Quetta . . . . .	...	...	...	...	25 to 27.5	38.12	60	65	20.94	25	18.12	22.19
<b>Bombay—</b>												
Deccan—												
Dharwar . . . . .	...	...	...	...	22.34	...	...	...	...	...	...	...
Sholapur . . . . .	...	...	...	...	...	...	...	...	...	...	13.18	...
Poona . . . . .	...	...	...	...	...	43.02	...	...	...	...	18.12	...
Khandesh—												
Ahmadnagar . . . . .	...	...	...	...	26.41	...	...	...	...	...	14.84	...
Dhulia . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Gujarat—												
Surat . . . . .	...	...	...	...	29.9	38.91	...	...	...	...	17.13	23.07
Ahmadabad . . . . .	22.5	...	...	...	32.5	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
Western—												
Nagpur . . . . .	...	...	28	...	28	35	33.31	44.44	...	...	16.31	21.69
Central—												
Jubbulpore . . . . .	22.19	...	23.5	25.60	22.75	32	27.56	38.06	...	...	17.37	17.37
Eastern—												
Raipur . . . . .	...	...	22	20	22	31	33	40	...	...	...	...
<b>Berar—</b>												
Basim . . . . .	...	...	...	...	26.79	39.29	...	...	...	...	11.54	13.27
Ellichpur . . . . .	...	...	66.67	66.66	36.36	50	44.44	57.14	...	...	14.81	20
Amraoti . . . . .	...	...	40	44.37	33.33	44.37	40	50	...	...	12.5	18.12
<b>Madras—</b>												
South, central—												
Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	20.1	26.9
Salem . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central—												
Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	15.5	20
Cuddapah . . . . .	17.8	26.4	33.6	39.2	...	...	...	...	...	...	15.8	22.9
Karnul . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, central—												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, south—												
Madras . . . . .	17.2	29.9	30.9	45.7	...	...	...	...	...	...	...	...
Tanjore . . . . .	18.9	23.7	34.7	43.4	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Southern—												
Madura . . . . .	...	...	...	...	...	...	...	...	...	...	20	29.2
<b>Mysore—</b>												
Mysore . . . . .	21.19	32.91	33.82	41.3	33.31	48.98	61.03	54.85	...	...	...	14.62
Bangalore . . . . .	12.25	19.6	35.63	50.33	39.2	50.44	39.2	47.04	...	...	15.08	23.51

(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAGI.		MAIZE.		GRAM.		ARHAR DÁL.		GRI.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
24.06	25	...	...	20	21.09	24.06	24.06	...	...	336.87	336.87	Rajputana— Eastern— Ajmere.
20	15.36	...	...	12.5	15.36	18.18	19.06	36.35	57.13	310	376.46	Panjab— Southern— Ferozpur.
19.22	21.87	...	...	12.81	15.1	19.11	18.8	29.06	43.85	320	336.87	Central— Lahore.
19.06	17.4	...	...	14.79	17.4	20.52	20	27.6	33.33	320	345.94	South-eastern— Delhi.
...	...	...	...	11.41	...	17.19	19.53	...	...	...	...	Submontane— Amritsar.
17.34	18.18	...	...	14.84	14.79	18.59	22.19	30	50	277.03	320	Northern— Rawalpindi.
17.4	18.12	...	...	13.75	20.94	19.48	20.52	...	...	320	336.56	Western— Multan.
21.56	...	...	...	...	...	23.44	29.37	...	...	360	400	Sind and Baluchistan— Kutchi.
15.78	17.97	...	...	...	...	18.96	20	...	...	311.25	351.25	Shikarpur.
...	...	...	...	22.5	28.12	...	...	37.5	56.87	320	350	Quetta.
...	...	...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dharwar.
...	27.55	...	...	...	...	...	...	...	...	...	...	Sholapur.
...	...	...	...	...	...	...	...	...	...	...	...	Poona.
20.47	...	...	...	...	...	22.56	...	...	...	...	...	Khandesh— Ahmadnagar.
...	...	...	...	...	...	...	...	...	...	...	...	Dhulia.
24.48	27.4	...	...	...	...	...	31.98	...	...	...	...	Gujarat— Surat.
...	...	...	...	...	...	...	...	...	...	...	...	Ahmadabad.
...	...	...	...	...	...	...	...	...	...	...	...	Central Provinces— Western— Nagpur.
...	...	...	...	...	...	20	25	20	25	333.31	320	Central— Jubbulpore
...	...	...	...	...	...	16.69	21.62	...	...	285	285	Eastern— Raipur.
...	...	...	...	...	...	15	23.5	...	...	280	310	Berar— Basim.
20	33.33	...	...	...	...	28.57	36.36	25	36.36	360	320	Ellichpur.
13.91	31.75	...	...	...	...	25	31.75	26.04	28.75	290	325	Amraoti.
...	...	...	...	...	...	...	...	...	...	...	...	Madras— South, central— Coimbatore.
18.9	19.1	...	...	...	...	31.3	40	...	...	380.4	400	Salem.
...	...	15.4	21.7	...	...	...	...	...	...	299.7	336.1	Central— Bellary.
...	...	...	...	...	...	24.7	40	17.7	...	238.1	380.4	Cuddapah.
17.2	23.5	...	...	...	...	...	...	...	...	246.7	333.3	Karnul.
...	...	...	...	...	...	...	...	...	...	...	...	East Coast, central— Nellore.
...	...	17.1	25.9	...	...	...	...	20.4	31.4	...	...	East Coast, south— Madras.
...	...	...	...	...	...	28.2	46	...	...	263.3	329.1	Tanjore.
...	...	16.6	24.9	...	...	...	...	...	...	...	...	Trichinopoly.
25.5	...	...	...	...	...	...	...	25.6	31	...	...	Southern— Madura.
...	...	19.19	20.08	...	...	13.44	27.71	57.6	75.43	270.93	346.62	Mysore— Mysore.
...	...	14	22.87	...	...	17.42	33.92	35.63	47.04	342.5	377.02	Bangalore.



## WHOLESALE PRICES FOR THE 2nd HALF OF APRIL 1898 AND 1899—concluded.

Districts.	GŪR.		SALT.		TOBACCO LEAF.		TURMERIC.		GRASS.		STRAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Rajputana—</b>												
Eastern—												
Ajmere . . . . .	44.43	53.38	...	...	...	...	...	...	10	5	10	5
<b>Panjab—</b>												
Southern—												
Ferozpur . . . . .	...	...	...	...	50	50	133.33	113.18	3.33	3.28	3.96	5
Central—												
Lahore . . . . .	...	...	...	...	57.13	57.34	112.24	123.07	8.02	10	4.01	4.43
South-eastern—												
Delhi . . . . .	...	...	...	...	80	80	123.07	114.27	7.97	6.67	7.97	6.67
Submontane—												
Amritsar . . . . .	...	...	...	...	83.75	52.5	...	...	...	...	4.01	4.43
Northern—												
Rawalpindi . . . . .	...	...	...	...	40	40	133.33	100	6.67	5.73	6.67	5.73
Western—												
Multan . . . . .	...	...	...	...	100	100	145.42	133.33	4.43	3.07	5	5
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Shikarpur . . . . .	35.78	45.91	...	...	...	...	...	...	...	...	...	...
Quetta . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bombay—</b>												
Deccan—												
Dharwar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Sholapur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Poona . . . . .	47.92	70.62	...	...	...	...	...	...	...	...	...	...
Khandesh—												
Ahmadnagar . . . . .	51.67	...	...	...	...	...	...	...	...	...	...	...
Dhulia . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Gujarat—												
Surat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ahmadabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
Western—												
Nagpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central—												
Jubbulpore . . . . .	...	...	30	38.56	62.5	60	120	120	...	...	...	...
Eastern—												
Raipur . . . . .	...	...	38	42	115	180	90	80	...	...	...	...
<b>Berar—</b>												
Basim . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ellichpur . . . . .	...	...	...	...	200	200	130	85	4	3	...	...
Amraoti . . . . .	...	...	...	...	120	130	140	125	31(a)	25(a)	...	...
<b>Madras—</b>												
South, central—												
Coimbatore . . . . .	54.4	56.9	...	...	...	...	...	100	...	...	2.5	2.5
Salem . . . . .	...	...	...	...	124.1	137.3	61.7	68.5	...	...	6.1	6.6
Central—												
Bellary . . . . .	39.6	48.8	...	...	...	...	...	...	...	...	2.5	...
Cuddapah . . . . .	...	...	...	...	...	...	60.9	55	...	...	...	...
Karnul . . . . .	...	...	...	...	39.5	66.7	59.8	61.5	...	...	...	...
East Coast, central—												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	2.6	4.4
East Coast, south—												
Madras . . . . .	44.4	57.6	...	...	189.9	131.7	74.1	57.6	...	...	...	...
Tanjore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	118.3	118.3	...	...	...	...	...	...
Southern—												
Madura . . . . .	...	...	...	...	106.8	116.8	...	...	...	...	4.3	4.3
<b>Mysore—</b>												
Mysore . . . . .	68.56	68.56	...	...	374	374	116.87	101.29	10.71	20.5	7.14	7.14
Bangalore . . . . .	38.53	55.69	...	...	342.5	342.75	154.12	85.69	8.21	16.67	10	12.5

(a) Per 100 pullos weighing on an average 156 lbs.

(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

JAWAR STALKS.		BHUSA.		SHEEP, PER SCORE.		GOATS, PER SCORE.		PLOUGH BULLOCKS, PER PAIR.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
3.33	5	...	...	140	140	...	...	80	80	Rajputana— Eastern— Ajmere.
...	15	...	...	50	50	...	...	75	75	Panjab— Southern— Ferozpur.
...	...	...	...	100	100	...	...	112.5	105	Central— Lahore.
10	4.43	...	...	60	60	...	...	125	125	South-eastern— Delhi.
...	...	...	...	...	...	...	...	...	...	Submontane— Amritsar.
5	6.67	...	...	60	60	...	...	60	60	Northern— Rawalpindi.
10	4.37	...	...	50	50	...	...	70	70	Western— Multan.
...	...	...	...	...	...	...	...	...	...	Sind and Baluchistan— Karachi. Shikarpur.
...	...	7.5	8.75	40 to 140	40 to 140	...	...	...	...	Quetta.
...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dharwar. Sholapur. Poona.
...	...	...	...	...	...	...	...	...	...	Khandesh— Ahmadnagar. Dhulia.
...	...	...	...	...	...	...	...	...	...	Gujarat— Surat. Ahmadabad.
...	...	...	...	60	60	...	...	70	70	Central Provinces— Western— Nagpur.
...	...	...	...	40	40	...	...	42	29	Central— Jubbulpore.
...	...	...	...	...	...	...	...	...	...	Eastern— Raipur.
...	...	...	...	50	50	...	...	60	60	Berar— Basim. Ellichpur. Aunraoti.
4	3	...	...	55	50	...	...	90	90	
2.5	2.25	...	...	...	...	...	...	...	...	Madras— South, central— Coimbatore. Salem.
...	...	...	...	80	80	80	80	60	60	
...	...	...	...	60	100	60	100	70	120	Central— Bellary. Cuddapah. Karnul.
...	...	...	...	...	...	...	...	...	...	East Coast, central— Nellore.
...	...	...	...	55	55	55	55	...	...	East Coast, south— Madras. Tanjore. Trichinopoly.
...	...	...	...	80	72.5	80	72.5	...	...	
...	...	...	...	...	...	...	...	40	41	Southern— Madura.
3.29	2.63	...	...	100	100	...	...	70	70	Mysore— Mysore. Bangalore.
...	...	...	...	100	160	...	...	130	130	

J. E. O'CONOR,  
Director-General of Statistics.J. F. FINLAY,  
Secretary to the Government of India.FINANCE AND COMMERCE DEPARTMENT  
June 2, 1899.

B



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE 2nd HALF OF APRIL 1899. (*The figures represent*

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Andropogon sorghum).		BAJRA OR CUMBU (Pennisetum typhoidum).	
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Best sort.		Common.		Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
					Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.				
Burma—												
Tenasserim—												
Mergui . . . . .	...	...	...	...	10 10	10 10	11 5	11 5	...	...	...	...
Tavoy . . . . .	...	...	...	...	13 7	13 7	15 13	15 13	...	...	...	...
Moulmein and Amherst . . . . .	7 —	7 —	...	...	10 3	10 3	12 3	12 3	...	...	...	...
Pegu (deltaic)—												
Pegu . . . . .	...	...	...	...	10 2	10 2	14 3	14 3	...	...	...	...
Rangoon . . . . .	9 12	9 12	...	...	11 12	11 6	15 —	14 8	...	...	...	...
Thongwa . . . . .	...	...	...	...	11 3	11 3	12 1	12 1	...	...	...	...
Bassein . . . . .	...	...	...	...	11 14	11 14	13 9	13 9	...	...	...	...
Pegu (inland)—												
Tharawadi . . . . .	...	...	...	...	11 11	11 11	14 —	14 —	...	...	...	...
Henzada . . . . .	...	...	...	...	9 15	10 11	14 11	14 11	...	...	...	...
Prome . . . . .	...	...	...	...	10 5	10 5	13 4	13 4	...	...	...	...
Toungoo . . . . .	...	...	...	...	11 3	11 3	12 6	12 6	...	...	...	...
Thayetmyo . . . . .	12 13	13 6	...	...	11 3	10 9	14 8	14 8	32 10	32 10	...	...
Upper Burma—												
Mandalay . . . . .	11 —	11 3	...	...	11 9	11 9	12 1	12 1	44 12	...	...	...
Bamo . . . . .	...	...	...	...	13 —	13 —	17 —	17 —	...	...	...	...
Pakokku . . . . .	...	...	...	...	9 2	9 2	12 12	12 12	18 8	18 8	...	...
Meiktila . . . . .	...	...	...	...	13 2	13 2	15 5	15 5	...	...	...	...
Arakan—												
Sandoway . . . . .	...	...	...	...	15 9	15 —	18 4	18 4	...	...	...	...
Kyaukpyn . . . . .	...	...	...	...	11 4	10 3	12 4	12 —	...	...	...	...
Akyab . . . . .	...	...	...	...	14 —	15 —	15 —	16 —	...	...	...	...
Assam—												
Surma—												
Sylhet . . . . .	...	...	...	...	14 14	15 12	18 6	17 8	...	...	...	...
Cachar . . . . .	8 —	8 —	...	...	8 —	8 —	16 —	16 —	...	...	...	...
Hill tracts—												
Khási and Jaintia Hills . . . . .	6 4	6 5	...	...	6 —	6 1	7 2	8 1	...	...	...	...
Gáro Hills . . . . .	...	...	...	...	4 8	4 8	20 —	20 —	...	...	...	...
Manipur . . . . .	...	...	...	...	30 —	30 —	36 —	36 —	...	...	...	...
Brahmaputra—												
Goalpara . . . . .	30 —	24 —	...	...	6 —	6 —	16 —	17 —	...	...	...	...
Kamrup . . . . .	10 —	9 —	...	...	10 —	10 8	15 —	16 —	...	...	...	...
Darrang . . . . .	9 —	9 —	...	...	11 —	11 —	13 8	13 8	...	...	...	...
Nowgong . . . . .	...	...	...	...	5 12	5 12	15 —	16 —	...	...	...	...
Sibsagar . . . . .	...	...	...	...	6 —	6 —	12 —	12 —	...	...	...	...
Lakhimpur . . . . .	8 8	8 8	...	...	6 8	6 8	14 —	14 —	...	...	...	...
Bengal—												
Eastern hill tracts—												
Nágá Hills . . . . .	...	...	...	...	5 —	5 —	12 —	12 —	...	...	...	...
Eastern—												
Backerganj . . . . .	...	...	...	...	14 —	14 —	15 —	15 —	...	...	...	...
Noakhali . . . . .	...	...	...	...	11 —	11 —	16 —	16 —	...	...	...	...
Chittagong . . . . .	...	...	...	...	12 —	12 —	14 8	14 8	...	...	...	...
Tippera . . . . .	...	...	...	...	10 —	10 —	17 13	18 3	...	...	...	...
Dacca . . . . .	14 —	14 —	32 —	32 —	13 —	13 —	19 —	19 —	...	...	...	...
Maimensingh . . . . .	13 8	12 8	10 —	10 —	16 —	16 —	20 —	18 —	...	...	...	...
Deltaic—												
Khulna . . . . .	...	...	...	...	16 —	16 —	19 —	19 —	...	...	...	...
24-Parganas . . . . .	...	...	...	...	10 —	10 —	13 12	14 —	...	...	...	...
Midnapur—												
Midnapur . . . . .	18 —	18 —	...	...	12 —	14 —	17 8	18 —	...	...	...	...
Howrah—												
Howrah . . . . .	...	...	...	...	10 8	10 8	14 —	14 —	...	...	...	...
Calcutta . . . . .	12 4	12 4	17 12	17 12	8 —	8 —	12 4	12 4	17 12	17 12	16 —	17 12
Hooghly . . . . .	14 —	14 —	...	...	8 —	8 —	14 —	14 —	...	...	...	...
Nadia (Krishnagarh) . . . . .	17 12	18 13	26 11	26 11	6 2	6 2	15 9	15 9	...	...	...	...
Jessore . . . . .	10 —	10 —	16 —	16 —	11 —	12 —	16 —	16 —	...	...	...	...
Faridpur . . . . .	...	18 —	...	20 —	5 8	6 8	19 —	19 —	...	...	...	...

*the number of sers (of 80 tolas) and chittacks sold for one rupee.)*

MAEWA OR RAGI ( <i>Eleu- sine cora- cana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer aristinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAB, OR THUR, CADJAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	...	...	...	...	...	...	18 14	18 14	Burma—
...	...	...	...	6 9	6 9	...	...	...	...	16 14	16 14	Tenasserim—
...	...	...	...	9 5	9 5	...	...	7 —	7 —	14 —	14 —	Mergui.
...	...	...	...	...	...	...	...	...	...	...	...	Tavoy.
...	...	...	...	...	...	...	...	...	...	...	...	Moulmein and Amherst.
...	...	...	...	11 2	11 2	20 8	20 8	9 —	9 —	14 —	14 —	Pegu (deltaic)—
...	...	...	...	13 —	13 —	...	...	10 —	10 —	19 12	19 12	Pegu.
...	...	...	...	...	...	...	...	...	...	16 12	16 12	Rangoon.
...	...	...	...	9 7	9 7	...	...	...	...	15 15	15 15	Thongwa.
...	...	...	...	...	...	...	...	...	...	...	...	Bassein.
...	...	...	...	8 8	8 8	...	...	...	...	14 4	14 4	Pegu (inland)—
...	...	...	...	9 15	8 15	...	...	5 11	5 11	10 —	10 —	Tharawadi.
...	...	...	...	14 14	13 3	...	...	7 —	9 6	14 3	14 3	Henzada.
...	...	...	...	13 10	9 12	...	...	...	...	14 3	11 6	Prome.
...	...	...	...	16 —	16 —	87 9	87 9	11 —	11 8	14 8	14 8	Toungoo.
...	...	...	...	...	...	...	...	...	...	...	...	Thayetmyo.
...	...	...	...	18 12	19 6	38 —	...	9 10	9 8	16 —	15 2	Upper Burma—
...	...	...	...	6 —	6 —	...	...	6 8	6 8	9 —	9 —	Mandalay.
...	...	...	...	17 2	17 2	...	...	6 7	6 7	14 3	14 3	Bamo.
...	...	...	...	17 8	17 8	56 14	56 14	5 —	5 —	14 4	14 4	Pakokku.
...	...	...	...	...	...	...	...	...	...	...	...	Meiktila.
...	...	...	...	...	...	...	...	...	...	16 9	15 4	Arakan—
...	...	...	...	...	...	...	...	...	...	20 —	24 —	Sandoway.
...	...	...	...	10 —	10 —	...	...	7 —	7 —	10 —	10 —	Kyaukpyn.
...	...	...	...	...	...	...	...	...	...	...	...	Akyab.
...	...	...	...	13 4	13 4	...	...	11 4	11 4	10 4	10 4	Assam—
...	...	...	...	10 10	10 10	...	...	9 2	9 2	8 —	8 —	Surma—
...	...	...	...	...	...	...	...	...	...	...	...	Sylhet.
...	...	...	...	...	...	...	...	...	...	...	...	Cachar.
...	...	...	...	8 2	6 9	16 2	16 12	6 4	7 3	7 2	6 6	Hill tracts—
...	...	...	...	8 —	8 —	...	...	6 —	6 —	6 8	6 8	Khasi and Jaintia Hills.
...	...	...	...	...	...	...	...	3 —	3 —	4 —	4 —	Garo Hills.
...	...	...	...	...	...	...	...	...	...	...	...	Manipur.
...	...	...	...	13 —	13 —	...	...	11 —	11 —	10 —	10 —	Brahmaputra—
...	...	...	...	17 —	15 —	...	...	11 —	11 —	10 —	10 —	Goalpara.
...	...	...	...	12 —	12 —	...	...	10 —	10 —	10 —	10 —	Kamrup.
...	...	...	...	9 —	9 —	...	...	9 —	9 —	9 —	9 —	Darrang.
...	...	...	...	10 —	10 —	...	...	9 —	9 —	9 —	9 —	Nowgong.
...	...	...	...	13 —	13 —	...	...	10 —	10 —	8 —	8 —	Sibsagar.
...	...	...	...	...	...	...	...	...	...	...	...	Lakhimpur.
...	...	...	...	4 8	5 —	...	...	4 8	4 8	4 8	4 8	Bengal—
...	...	...	...	...	...	...	...	...	...	...	...	Eastern hill tracts—
...	...	...	...	15 —	15 —	...	...	...	...	10 —	10 —	Naga Hills.
...	...	...	...	12 8	12 8	...	...	...	...	9 —	9 —	Eastern—
...	...	...	...	12 8	12 —	...	...	9 8	9 —	10 8	10 8	Backerganj.
...	...	...	...	16 —	16 —	...	...	13 —	13 —	10 —	10 —	Noakhali.
...	...	...	...	19 —	8 —	...	...	10 8	12 8	10 —	9 8	Chittagong.
...	...	...	...	...	...	...	...	...	...	...	...	Tippera.
...	...	...	...	...	...	...	...	...	...	...	...	Dacca.
...	...	...	...	...	...	...	...	...	...	...	...	Maimensingh.
...	...	...	...	16 —	16 —	...	...	10 —	10 —	10 —	10 —	Deltaic—
...	...	...	...	18 4	18 4	...	...	13 4	13 14	11 —	11 —	Khulna.
...	...	...	...	...	...	...	...	...	...	...	...	24 Parganas.
...	...	...	...	21 —	22 —	...	...	14 —	14 —	11 4	11 8	Midnapur.
...	...	...	...	16 —	16 —	...	...	13 4	13 4	10 8	10 8	Howrah.
...	...	10 —	10 —	17 12	17 12	20 —	22 —	12 4	12 4	10 —	10 —	Calcutta.
...	...	...	...	18 —	16 —	...	...	11 —	11 —	10 —	10 —	Hooghly.
...	...	...	...	29 1	32 —	...	...	12 5	13 5	11 10	11 10	Nadia (Krishnagarb).
...	...	...	...	18 —	21 —	...	...	12 —	12 —	10 —	9 2	Jessore.
...	...	...	...	26 —	23 —	...	...	...	4 —	10 —	10 —	Faridpur.



## RETAIL PRICES FOR THE 2nd HALF OF APRIL 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLUM (Andropogon sorghum).		BAJRA OR CUMBU (Pennisetum typhoides).	
					Best sort.		Common.					
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
<b>Bengal—continued.</b>												
Central—												
Bankura . . . . .	16 —	16 —	20 —	20 —	13 4	13 4	17 8	17 8	...	...	...	...
Bardwan . . . . .	17 —	16 8	...	...	14 —	15 —	16 8	16 8	...	...	...	...
Birbhum . . . . .	18 —	18 —	...	...	15 —	15 —	18 —	18 —	...	...	...	...
Murshidabad . . . . .	{ 18 — and 20 —	{ 19 — and 21 4 }	31 8	32 —	13 —	15 —	17 8	18 —	...	...	...	...
Santhal Parganas . . . . .	14 —	14 8	25 —	30 —	13 —	12 8	21 —	19 —	...	...	...	...
Pabna . . . . .	21 —	22 8	35 —	35 —	7 —	7 —	18 —	18 —	...	...	...	...
Bogra . . . . .	16 8	16 8	...	...	15 —	15 —	22 8	22 8	...	...	...	...
Rajshahi . . . . .	20 10	21 6	37 8	45 —	15 12	15 12	18 —	19 2	...	...	...	...
Malda . . . . .	...	23 —	...	...	11 —	10 —	19 —	20 —	...	...	...	...
Northern—												
Bangpur . . . . .	12 —	12 —	...	...	9 —	10 —	18 —	19 —	...	...	...	...
Dinajpur . . . . .	16 —	16 —	16 —	16 —	13 —	13 —	21 14	20 —	...	...	...	...
Jalpaiguri . . . . .	17 —	18 —	...	...	5 —	5 —	15 —	15 —	...	...	...	...
Hills—												
Darjeeling . . . . .	9 —	9 —	10 —	10 —	5 8	5 8	14 —	16 —	...	...	...	...
Orissa—												
Puri . . . . .	13 2	12 —	...	...	11 —	11 —	18 6	18 6	...	...	...	...
Outrack . . . . .	14 7	14 7	...	...	10 8	10 8	16 6	16 6	...	...	...	...
Balasore . . . . .	16 —	16 —	10 —	10 —	13 —	13 —	17 —	18 —	...	...	...	...
Chota-Nagpur—												
Singbhum . . . . .	12 —	8 —	...	...	16 —	16 —	20 —	20 —	...	...	...	...
Manbhum . . . . .	14 —	8 —	32 —	34 —	13 —	12 8	21 8	21 8	...	...	...	...
Lorhādaga . . . . .	{ 8 — to 16 —	{ 8 — to 17 —	{ 22 — and 30 6 }	{ 22 — and 30 6 }	{ 8 — to 13 —	{ 8 — to 13 —	20 —	19 —	...	...	...	...
Palāman . . . . .	19 11	20 4	30 6	30 6	17 —	18 —	18 9	19 11	...	...	...	...
Hazāribāgh . . . . .	15 —	16 —	26 8	24 —	8 —	8 —	17 —	18 —	...	...	...	...
Bihār, south—												
Monghyr . . . . .	21 —	21 4	31 8	27 —	11 8	11 8	14 12	14 14	...	...	...	...
Gaya . . . . .	19 8	20 —	32 8	32 —	9 —	11 —	18 —	18 —	21 4	23 —	...	...
Patna . . . . .	18 —	19 —	28 —	28 —	15 —	15 —	20 —	20 —	40 —	35 —	...	...
Shahabad . . . . .	{ 18 — and 19 —	{ 17 — and 18 —	{ 27 — and 28 —	{ 28 — and 28 —	{ 9 — and 9 8 }	{ 8 — and 9 —	15 —	16 —	...	...	...	...
Bihār, north—												
Purnea . . . . .	20 —	{ 20 — and 27 —	...	...	15 —	15 —	18 —	17 —	...	...	...	...
Bhāgalpur . . . . .	17 12	17 12	30 4	30 4	14 —	13 4	16 8	16 8	...	...	...	...
Darbhanga . . . . .	16 —	14 —	26 8	24 —	8 12	9 —	13 —	13 —	...	...	...	...
Muzaffarpur . . . . .	16 —	16 —	25 —	25 —	7 8	8 —	14 —	14 —	...	...	...	...
Saran . . . . .	17 8	17 —	26 —	27 —	8 —	8 —	16 —	15 —	...	...	...	...
Champaran . . . . .	15 —	15 —	31 —	31 —	6 8	7 —	12 8	13 —	...	...	...	...
<b>N. W. Provinces—</b>												
Eastern—												
Mirzapur . . . . .	17 8	17 8	27 —	28 —	11 —	11 —	15 —	15 —	30 —	26 —	26 —	24 —
Benares . . . . .	16 10	16 10	25 12	25 12	8 4	8 6	13 5	13 13	...	24 —	21 15	21 15
Ghazipur . . . . .	16 6	16 14	22 12	22 12	7 10	7 10	13 10	13 10	22 12	22 12	20 4	20 4
Jaunpur . . . . .	18 —	18 8	28 —	28 8	7 —	7 —	14 8	14 8	...	...	...	...
Allahabad . . . . .	15 4	14 12	25 —	24 4	9 —	9 —	12 —	12 —	22 —	22 —	22 —	22 —
Central—												
Banda . . . . .	17 —	14 4	23 —	23 —	6 —	6 —	13 4	13 8	25 —	25 —	25 —	25 —
Fatehpur . . . . .	17 8	17 —	26 —	26 —	11 8	10 —	14 —	14 —	...	...	...	...
Hamirpur . . . . .	17 —	16 —	23 —	20 8	8 —	8 —	12 —	11 8	25 4	24 —	25 4	24 —
Jalaun . . . . .	17 —	17 —	26 —	26 —	8 —	8 —	12 —	12 —	26 —	26 —	26 —	26 —
Cawnpore . . . . .	17 8	17 4	24 8	25 —	...	...	13 —	13 —	26 8	27 —	24 —	24 —
Jhānsi . . . . .	16 8	16 —	28 —	27 —	8 8	8 —	12 4	12 4	28 8	28 8	28 —	28 —
Etawah . . . . .	18 12	19 12	24 8	24 8	5 —	5 —	13 —	13 —	27 8	29 8	21 8	24 8
Farrukhabad . . . . .	18 12	18 6	31 4	31 6	4 12	4 12	12 12	12 15	...	...	...	...
Mainpuri . . . . .	19 4	19 12	26 8	29 8	...	...	10 8	11 —	24 8	25 8	28 8	30 8
Etah . . . . .	20 4	20 8	30 —	32 —	4 8	4 8	13 —	13 —	...	...	...	...
Western—												
Meerut . . . . .	18 4	17 8	24 —	24 —	5 —	5 —	12 —	12 —	20 —	20 —	21 —	21 —
Agra . . . . .	16 8	17 —	23 8	26 —	8 —	8 —	12 —	12 —	24 4	25 —	20 4	22 8
Muttra . . . . .	18 12	18 4	27 12	28 2	7 12	7 12	13 4	13 4	24 8	24 8	23 —	23 —
Aligarh . . . . .	19 —	19 —	25 8	25 —	5 8	5 8	...	...	...	22 8	...	23 —
Bulandshahr . . . . .	20 8	20 12	28 —	31 —	5 —	5 —	12 —	12 —	24 —	29 —	23 —	25 —
Submontane, east—												
Ballia . . . . .	17 —	17 8	28 —	30 —	9 —	9 —	15 —	15 —	...	28 —	...	21 —
Azamgarh . . . . .	17 11	17 1	26 14	26 14	8 14	8 14	14 4	14 —	...	...	...	...
Gorakhpur . . . . .	18 —	18 7	28 —	28 —	12 6	12 6	15 10	15 5	23 10	24 6	19 10	23 8
Basti . . . . .	20 —	20 —	30 —	30 —	10 —	10 —	16 4	15 4	...	...	...	...

represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MAHUA OR RAGI ( <i>Eleusine cor- cana</i> ).		KANONI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arielinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAB. OR THUR, CADJAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	15 —	15 —	...	...	13 12	13 12	10 —	10 —	Bengal—continued.
...	...	...	...	24 —	24 —	...	...	16 —	16 —	12 4	12 4	Central—
...	...	...	...	25 4	26 4	...	...	15 —	15 —	10 8	10 8	Baukura.
...	...	...	...	26 —	32 —	...	...	16 —	18 —	11 —	11 —	Bardwan.
...	...	...	...	24 —	26 —	30 —	30 —	24 —	30 —	10 —	10 —	Birbhum.
...	...	...	...	24 —	26 4	...	...	12 8	12 8	9 12	9 12	Murshidabad.
...	...	...	...	24 —	24 —	...	...	9 12	9 12	9 12	9 12	Santhal Parganas.
...	...	...	...	31 14	33 12	...	...	24 —	24 6	9 12	9 12	Pabna.
...	...	...	...	35 —	35 —	...	...	15 —	14 —	{ 9 8 and 10 — }	9 8	Bogra.
...	...	...	...	20 —	20 —	20 —	21 —	9 —	8 —	9 —	9 —	Rajshahi.
...	...	...	...	21 —	19 —	...	...	13 —	16 8	12 —	10 10	Malda.
...	...	...	...	21 —	20 —	...	...	12 —	12 —	10 —	10 —	Northern—
14 —	14 —	...	...	11 —	12 —	24 —	24 —	8 —	8 —	8 —	8 —	Rangpur.
...	...	...	...	15 12	15 12	...	...	13 2	10 8	13 2	13 4	Dinajpur.
...	...	...	...	18 6*	18 6*	...	...	21 —	21 —	10 12	10 12	Jalpaiguri.
...	...	...	...	16 —	16 —	...	...	10 8	10 8	11 4	11 4	Hills—
...	...	...	...	12 —	9 —	...	...	12 —	10 —	7 —	7 —	Darjeeling.
...	...	...	...	20 —	19 —	...	...	14 —	24 —	10 —	10 —	Orissa—
...	...	...	...	{ 17 — to 18 — }	{ 17 — to 18 — }	28 —	28 —	{ 12 — to 13 — }	{ 12 — to 13 — }	9 8	9 8	Puri.
33 —	38 —	...	...	27 —	27 —	27 —	27 —	23 10	21 15	8 12	8 7	Cuttack.
31 —	30 7	...	...	21 —	24 —	24 —	24 —	12 8	12 8	9 —	9 —	Balasore.
30 —	30 —	...	...	28 9	28 9	25 —	25 —	13 12	13 12	10 —	10 —	Chota-Nagpur—
...	...	13 8	13 —	28 —	28 —	...	...	16 —	16 —	10 —	10 —	Singbhum.
...	...	20 —	20 —	{ 28 — and 29 — }	{ 28 — and 29 — }	45 —	35 —	20 —	20 —	11 —	11 —	Manbhum.
...	...	...	...	27 —	27 —	...	...	11 —	11 —	10 8	10 8	Lohardaga.
...	...	...	...	26 8	25 4	28 —	30 4	13 4	14 —	10 —	10 —	Palaman.
28 —	25 —	...	...	21 —	21 —	25 —	26 —	21 —	16 —	10 8	10 4	Hazáribágh.
25 —	24 —	17 —	20 —	28 —	24 —	25 —	25 —	16 —	16 —	11 8	11 4	Bihar, south—
...	...	...	...	21 8	21 —	23 —	24 —	14 —	14 8	10 8	10 8	Monghyr.
...	...	...	...	27 —	27 —	...	...	18 —	18 —	10 —	10 —	Gaya.
...	...	16 —	14 —	27 —	28 —	30 —	28 —	18 —	18 —	10 —	10 —	Patna.
...	...	16 1	16 5	27 —	26 13 1	...	26 9	17 8	17 10	10 6 1	10 6 1	Shahabad.
...	...	15 4	15 4	27 2	28 4	...	...	17 12	17 12	9 4	9 4	Bihar, north—
...	...	...	...	26 8	26 —	...	...	21 —	21 —	11 4	11 4	Purnea.
...	...	22 —	22 —	25 8	25 —	26 —	26 —	17 8	16 —	10 8	10 —	Bhágalspur.
...	...	...	...	27 8	27 12	...	...	18 —	18 —	10 12	10 12	Darbhanga.
...	...	...	...	25 12	26 —	...	...	19 —	17 —	10 12	...	Muzaffarpur.
...	...	...	...	25 12	25 12	...	...	16 —	16 —	11 —	10 8	Sáran.
...	...	...	...	27 —	28 —	...	...	16 —	16 —	11 —	11 —	Champaran.
...	...	24 —	24 —	23 12	23 —	31 —	31 8	19 —	20 —	11 12	11 12	N.W. Provinces—
...	...	...	...	22 12	24 8	33 —	33 —	19 8	19 8	11 —	11 —	Eastern—
22 —	22 —	14 —	14 —	24 4	25 8	27 8	29 8	20 —	21 —	11 4	11 2	Mirzapur.
...	...	...	...	24 4	25 3	...	...	17 —	16 5	10 15	10 15	Benares.
...	...	...	...	22 8	24 —	32 8	37 8	17 8	19 8	11 —	11 —	Ghazipur.
...	...	...	...	24 4	25 8	...	...	17 8	16 8	11 8	11 8	Jaunpur.
...	...	...	...	18 8	19 —	30 —	30 —	14 8	14 8	11 4	11 4	Allahabad.
...	...	24 —	24 —	21 —	21 8	...	...	16 —	12 —	12 —	...	Central—
...	...	22 —	22 —	20 12	22 2	...	...	16 8	16 8	11 12	11 12	Banda.
...	...	16 8	16 8	22 8	23 —	...	...	16 8	18 —	11 8	11 8	Fatehpur.
...	...	23 —	23 —	20 12	20 12	35 8	39 —	17 —	16 —	11 4	11 4	Hamirpur.
...	...	...	...	26 4	27 —	27 —	25 —	15 —	15 —	10 —	10 —	Jalau.
21 8	21 8	10 —	15 12	24 14	24 14	...	...	17 10	17 —	10 —	10 —	Cawnpore.
...	...	...	...	22 12	23 9	...	...	20 12	20 12	9 12	9 12	Jhansi.
...	...	...	...	23 —	23 —	...	...	19 —	19 —	11 4	11 —	Etawah.
...	...	...	...	...	...	...	...	...	...	...	...	Farukhabad.
...	...	...	...	...	...	...	...	...	...	...	...	Mainpuri.
...	...	...	...	...	...	...	...	...	...	...	...	Etah.
...	...	...	...	...	...	...	...	...	...	...	...	Western—
...	...	...	...	...	...	...	...	...	...	...	...	Meerut.
...	...	...	...	...	...	...	...	...	...	...	...	Agra.
...	...	...	...	...	...	...	...	...	...	...	...	Muttra.
...	...	...	...	...	...	...	...	...	...	...	...	Aligarh.
...	...	...	...	...	...	...	...	...	...	...	...	Bulandshahr.
...	...	...	...	...	...	...	...	...	...	...	...	Submontane, east—
...	...	...	...	...	...	...	...	...	...	...	...	Ballia.
...	...	...	...	...	...	...	...	...	...	...	...	Azamgarh.
...	...	...	...	...	...	...	...	...	...	...	...	Gorakhpur.
...	...	...	...	...	...	...	...	...	...	...	...	Basti.



## RETAIL PRICES FOR THE 2nd HALF OF APRIL 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Andropogon sorghum).		BAJRA OR CUMBU (Pennisetum typhoidum).	
					Best sort.		Common.					
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
<b>N.-W. Provinces—contd.</b>												
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	20 4	20 4	32 8	34 —	10 4	10 4	13 8	14 4	26 —	26 —	25 —	25 —
Budaun . . . . .	18 8	19 8	29 —	30 8	8 —	13 8	13 8	13 8	26 —	26 —	25 —	25 —
Pilibit . . . . .	20 —	18 8	37 —	37 —	5 4	5 4	16 6	16 6	26 —	26 —	20 —	20 —
Bareilly . . . . .	18 12	18 7	25 —	27 8	6 4	6 4	11 14	11 14	25 —	25 —	20 —	20 —
Moradabad . . . . .	19 8	19 12	29 —	32 8	5 4	5 4	13 —	13 —	31 —	31 —	23 —	24 4
Bijnor . . . . .	19 2	19 2	30 15	31 8	4 8	4 8	11 6	11 4	—	—	—	—
Muzaffarnagar . . . . .	18 11	19 9	31 14	33 —	—	—	11 8	12 2	—	20 —	—	—
Saharanpur . . . . .	20 45	20 15	31 11	32 12	4 13	4 13	11 4	11 4	22 9	22 9	18 4	20 7
Dehra-Dun . . . . .	19 —	17 8	30 —	27 8	4 12	6 4	11 4	11 1	17 —	17 —	16 —	16 9
<i>Hills—</i>												
Naini Tal . . . . .	13 —	13 —	22 —	22 —	4 —	4 —	10 —	10 —	—	—	—	—
Almora . . . . .	11 —	11 4	16 —	17 —	5 —	4 —	10 —	9 8	—	—	—	—
Garhwāl . . . . .	13 —	12 —	16 —	16 —	7 —	7 —	10 8	10 8	—	—	—	—
<b>Oudh—</b>												
<i>Southern—</i>												
Partabgarh . . . . .	20 8	20 8	31 —	32 —	—	—	14 8	14 8	—	24 —	—	24 —
Sultanpur . . . . .	20 —	20 —	28 8	28 8	8 —	8 —	15 —	15 8	26 —	26 —	20 —	20 —
Rae-Bareilly . . . . .	18 4	19 4	26 —	26 8	5 —	5 —	14 12	14 8	25 —	25 —	20 —	22 —
Unao . . . . .	18 8	18 8	24 —	26 —	8 —	8 —	14 —	14 —	23 —	23 —	21 —	22 —
Lucknow . . . . .	18 8	19 —	26 8	26 8	5 8	5 8	13 8	13 8	31 —	31 —	20 8	26 8
Hardoi . . . . .	20 8	20 8	32 —	34 —	—	—	16 —	16 —	—	—	30 —	30 —
<i>Northern—</i>												
Fyzabad . . . . .	18 8	18 8	29 —	27 —	12 —	12 —	14 —	15 —	33 —	33 —	19 —	19 8
Barabanki . . . . .	19 —	18 8	24 —	24 —	—	—	13 —	14 —	28 —	28 —	24 —	24 —
Gonda . . . . .	20 12	20 12	36 —	34 —	—	—	16 —	16 2	32 —	25 —	24 —	24 —
Bahraich . . . . .	20 —	20 —	41 —	40 —	7 —	7 —	15 —	15 —	43 —	42 —	27 —	27 —
Sitapur . . . . .	19 12	19 4	32 —	33 —	5 —	6 —	13 —	13 —	—	—	—	—
Kheri . . . . .	19 6	19 —	30 —	30 —	5 —	5 —	14 —	14 —	40 —	40 —	—	—
<b>Rajputana—</b>												
<i>Eastern—</i>												
Partabgarh . . . . .	18 12	20 5	30 10	31 4	7 10	7 13	12 4	14 1	32 2	31 4	—	—
Banswara . . . . .	17 8	17 8	15 —	12 8	6 4	6 4	12 8	12 8	—	—	—	—
Meywar (Udaipur) . . . . .	15 10	15 8	23 —	22 4	8 9	8 9	9 6	9 6	28 2	28 2	14 13	14 13
<i>Hilly Tracts of Meywar</i>												
(Dungarpur) . . . . .	18 —	18 —	23 —	26 —	8 —	8 —	10 —	11 8	—	—	—	—
Sirohi . . . . .	12 4	13 4	20 —	20 —	5 8	5 8	7 —	7 —	14 —	14 —	14 —	14 —
Erinpura . . . . .	14 11	14 —	22 13	21 10	6 14	6 10	9 4	9 3	21 4	20 6	18 4	16 4
Ajmere . . . . .	14 24	14 24	20 54	20 54	6 54	6 54	9 104	9 10	20 8	20 8	17 104	17 104
Abu . . . . .	13 —	12 154	19 3	18 7	6 —	5 10	7 4	7 6	—	—	13 10	13 11
Kishengarh . . . . .	13 5	14 —	18 8	19 4	9 —	5 8	10 —	6 8	20 4	19 8	16 4	18 4
Bundi . . . . .	20 —	19 8	29 4	28 8	6 6	6 8	9 5	8 8	31 14	31 2	21 4	20 8
Kotah . . . . .	19 4	19 —	25 4	28 —	6 14	6 10	8 8	8 6	31 8	32 —	19 12	19 12
Jhalawar . . . . .	18 2	17 74	28 74	32 154	7 11	7 10	11 13	11 144	29 64	29 144	19 12	20 24
Tonk . . . . .	14 5	14 6	18 15	18 12	4 —	4 —	8 —	7 —	20 8	21 12	—	—
Jaipur . . . . .	13 8	12 12	18 8	18 4	4 4	4 4	6 —	6 8	21 —	21 —	16 9	16 12
Kerauli . . . . .	16 4	16 4	22 8	23 2	9 11	9 11	10 15	10 15	25 —	25 —	21 14	23 13
Dholpur . . . . .	16 104	16 84	25 54	26 12	9 —	9 —	10 2	10 2	23 24	24 114	22 154	25 54
Bharatpur . . . . .	17 6	16 15	26 5	26 10	5 —	5 —	8 —	8 —	27 5	27 5	25 1	25 12
Alwar . . . . .	16 3	15 13	24 3	24 144	5 12	5 12	9 12	9 4	23 —	23 —	21 —	21 —
Deoli Cantonment . . . . .	16 —	16 6	21 14	21 8	4 —	4 —	6 —	6 —	24 4	24 4	22 —	22 13
Nasirabad Cantonment . . . . .	15 —	14 —	—	—	7 —	7 —	9 —	9 —	20 —	20 —	17 —	18 8
Balmer . . . . .	13 4	13 —	—	—	5 8	5 8	7 8	7 8	—	—	14 12	16 —
Anadra . . . . .	14 64	14 34	—	—	6 8	6 8	7 8	7 8	—	—	—	—
Shahpura . . . . .	16 —	15 10	—	—	7 8	7 8	10 4	10 —	23 —	23 —	18 —	18 —
<i>Western—</i>												
Jodhpur . . . . .	12 13	12 13	19 15	18 1	6 15	6 15	8 5	7 94	18 —	17 12	13 4	15 114
Jaisalmer . . . . .	13 8	13 7	—	—	6 —	6 8	9 —	10 —	13 —	13 —	16 —	16 —
Bikaner . . . . .	8 12	9 —	—	—	6 —	6 8	9 —	10 —	13 —	13 —	11 12	11 8
	12 114	12 54	14 84	14 54	3 12	3 12	5 154	5 94	—	—	12 114	13 —
<b>Central India—</b>												
Indore . . . . .	15 —	15 —	23 —	24 —	8 4	8 4	9 4	9 4	26 —	26 8	24 —	22 —
Nimach Cantonment . . . . .	15 8	15 8	—	—	7 —	7 —	8 —	8 —	26 —	26 —	23 —	23 —
Gwalior . . . . .	10 14	10 54	16 114	18 94	5 5	5 5	6 6	6 6	17 84	19 64	18 94	19 2
<b>Panjab—</b>												
<i>Southern—</i>												
Hissar . . . . .	18 —	18 —	27 —	26 —	—	—	10 —	10 —	20 —	20 —	18 —	18 —
Ferozpur . . . . .	20 —	18 —	32 —	32 —	—	—	10 —	10 —	21 —	20 —	20 —	20 —
<i>Central—</i>												
Lahore . . . . .	18 —	17 —	30 —	33 —	—	—	12 —	12 —	19 —	21 —	20 —	21 —
Gujranwala . . . . .	17 —	17 —	32 —	32 —	—	—	13 —	14 —	25 —	25 —	21 —	20 —
Gujrat . . . . .	18 —	18 —	32 —	32 —	—	—	13 —	14 —	25 —	25 —	21 —	20 —
Jhelam . . . . .	18 —	17 —	33 —	32 —	—	—	12 —	12 —	25 —	25 —	22 —	22 —

represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MARWA OR RAGI (Eleusine-cornu).		KANGNI OR KAKUN, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (Oicer arietinum).		MAIZE (Zea Mays).		ARHAR, OR THUR, CADJAN PEA (Cajanus indicus).		SALT.		Districts.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	25 —	25 —	...	...	18 —	18 —	11 4	11 4	N.-W. Provinces—contd.
...	...	13 —	13 —	22 —	24 8	35 —	35 —	19 —	20 —	10 12	10 12	
...	...	...	...	24 12	24 12	37 —	37 —	17 —	17 —	11 —	11 —	Submontane, west—
...	...	18 12	18 12	21 4	20 —	32 8	35 —	16 4	16 4	10 —	10 —	Shahjahanpur.
...	...	18 —	18 —	19 8	19 —	35 —	36 —	15 —	15 —	11 —	11 —	Budaun.
...	...	...	...	19 6	19 2	...	...	14 10	13 8	11 —	11 —	Pilibit.
...	...	...	...	20 6	20 11	27 8	28 —	14 5	14 5	11 4	11 4	Bareilly.
26 14	26 7	23 10	23 10	20 7	20 15	32 4	32 4	13 15	13 15	11 4	11 4	Moradabad.
26 8	26 8	...	...	19 8	19 4	28 8	28 8	15 —	15 —	10 8	10 8	Bijnor.
...	...	...	...	...	...	...	...	...	...	...	...	Muzaffarnagar.
16 —	16 —	...	...	15 —	15 —	...	...	10 —	10 —	8 —	8 —	Saharanpur.
...	...	...	...	13 —	12 4	...	...	11 —	11 —	8 8	8 4	Dehra-Dun.
...	...	...	...	9 —	9 —	...	...	7 —	7 —	7 —	7 —	Hills—
...	...	...	...	...	...	...	...	...	...	...	...	Naini Tal.
...	...	...	...	...	...	...	...	...	...	...	...	Almora.
...	...	...	...	...	...	...	...	...	...	...	...	Gathwal.
...	...	...	...	23 —	27 —	...	...	18 —	18 —	11 —	11 —	Oudh—
28 —	28 —	16 —	25 —	29 —	29 —	26 —	26 —	18 —	18 —	10 8	10 8	
...	...	20 —	...	26 8	26 8	25 —	25 —	18 —	18 —	11 12	11 —	Southern—
...	...	24 8	25 —	24 —	26 —	28 —	28 —	18 —	18 —	11 —	11 —	Partabgarh.
...	...	...	...	24 8	24 8	33 —	32 —	21 —	21 8	11 —	11 —	Sultanpur.
...	...	...	...	27 —	26 —	...	...	20 —	20 —	10 8	10 8	Rae-Bareilly.
...	...	22 —	22 —	25 —	24 —	30 —	29 8	19 —	19 —	11 —	11 —	Unao.
...	...	...	...	24 8	24 8	28 —	28 —	24 —	20 —	11 —	11 —	Lucknow.
...	...	8 —	8 —	27 8	22 8	32 8	35 —	20 —	18 8	10 8	10 8	Hardoi.
45 —	45 —	16 —	17 —	30 —	27 —	34 —	35 —	21 —	20 8	10 8	10 8	Northern—
...	...	...	...	28 —	27 —	...	...	18 8	19 —	11 —	11 —	Fyzabad.
...	...	...	...	26 —	23 —	40 —	40 —	19 —	19 —	11 —	11 —	Barabanki.
...	...	...	...	...	...	...	...	...	...	...	...	Gonda.
...	...	...	...	...	...	...	...	...	...	...	...	Bahraich.
...	...	...	...	...	...	...	...	...	...	...	...	Sitapur.
...	...	...	...	...	...	...	...	...	...	...	...	Kheri.
...	...	...	...	26 12	26 9	38 4	37 8	15 5	15 10	20 10	21 2	Rajputana—
...	...	13 4	13 4	23 12	28 12	32 8	32 8	...	...	8 2	8 2	
...	...	...	...	17 3	16 6	29 11	29 11	12 8	12 1	10 5	10 5	Eastern—
...	...	19 —	16 —	25 —	25 —	35 8	33 8	...	...	9 8	10 8	Partabgarh.
...	...	...	...	14 —	15 —	19 —	20 —	...	...	12 —	12 —	Banswara.
...	...	...	...	15 5	15 7	...	...	...	...	12 4	12 4	Meywar (Udaipur).
...	...	9 8	9 8	17 8	17 8	22 —	22 —	...	...	12 8	12 8	Hilly Tracts of Meywar
...	...	...	...	15 6	15 4	20 2	20 3	10 8 &	10 8 &	11 —	11 —	(Dungarpur).
...	...	...	...	15 4	18 —	20 4	20 —	10 12	10 12	...	...	Sirohi.
...	...	...	...	23 14	23 6	30 9	29 12	...	...	13 4	12 8	Erinpora.
...	...	...	...	25 —	25 8	25 12	25 12	9 14	9 14	10 —	10 8	Ajmere.
...	...	25 9 1/2	26 1	21 15 1/2	23 13	38 2 1/2	39 13 1/2	13 11 1/2	13 15	10 5 1/2	10 9 1/2	Abu.
...	...	...	...	16 8	17 —	...	...	...	...	10 —	10 4	Kishengarh.
...	...	21 —	21 —	15 8 &	15 8 &	20 8	19 8	20 —	20 —	10 8	10 8	Bundi.
...	...	23 12	23 12	16 9	16 12	...	...	19 6	19 6	10 15	10 15	Kotah.
...	...	20 —	20 13	18 12	20 8	...	...	17 6 1/2	18 14	11 8 1/2	11 8 1/2	Jhailawar.
...	...	26 13	26 15	20 11 1/2	21 2	25 —	27 —	12 11	12 11	11 12	11 12	Tonk.
...	...	14 —	14 —	17 10	18 —	23 14	24 —	17 10	24 —	12 10	12 8	Jaipur.
...	...	...	...	19 12	19 12	...	...	...	...	11 9	11 13	Kerauli.
...	...	...	...	18 —	17 8	...	...	13 —	12 8	13 —	13 —	Dholpur.
...	...	...	...	9 12	9 12	...	...	...	...	12 —	12 —	Bhartpur.
...	...	...	...	15 4	15 14	21 —	21 4	8 12	9 —	12 —	12 —	Alwar.
...	...	...	...	16 6	14 —	23 —	23 8	...	...	11 —	11 12	Deoli Cantonment.
...	...	...	...	...	...	...	...	...	...	...	...	Nasirabad Cantonment.
...	...	...	...	...	...	...	...	...	...	...	...	Balmer.
...	...	...	...	...	...	...	...	...	...	...	...	Anadra.
...	...	...	...	...	...	...	...	...	...	...	...	Shahpura.
...	...	...	...	13 14	13 14	19 6	18 1	11 2	10 7	13 6	13 11	Western—
...	...	...	...	11 —	11 —	...	...	...	...	21 —	21 —	
...	...	...	...	15 14 1/2	15 4 1/2	...	...	10 8	10 1 1/2	12 —	12 —	Jodhpur.
...	...	...	...	...	...	...	...	...	...	...	...	Jaisalmer.
...	...	...	...	24 4	19 —	33 —	32 —	16 —	26 —	11 —	11 —	Bikaner.
...	...	...	...	19 —	20 —	...	...	12 8	12 8	12 —	12 —	Central India—
...	...	4 4	4 4	14 9 1/2	15 12 1/2	26 10 1/2	23 14 1/2	9 6 1/2	14 5 1/2	7 11 1/2	7 11 1/2	
...	...	...	...	...	...	...	...	...	...	...	...	Indore.
...	...	...	...	...	...	...	...	...	...	...	...	Nimach Cantonment.
...	...	...	...	...	...	...	...	...	...	...	...	Gwalior.
†	†	19 —	16 —	22 —	23 —	32 —	32 —	11 —	10 —	11 —	11 —	Panjab—
†	†	...	...	...	...	...	...	...	...	12 8	12 8	
†	†	23 —	23 —	20 —	21 —	30 —	29 —	14 —	12 —	12 14	12 14	Southern—
†	†	20 —	20 —	21 —	21 —	26 —	24 —	†	†	13 8	13 8	Hissar.
†	†	...	...	...	...	...	...	...	...	13 —	13 —	Ferozepur.
†	†	...	...	...	...	...	...	...	...	13 —	13 8	Central—
†	†	...	...	...	...	...	...	...	...	...	...	Lahore.
†	†	...	...	...	...	...	...	...	...	...	...	Gujranwala.
†	†	...	...	...	...	...	...	...	...	...	...	Gujrat.
†	†	...	...	...	...	...	...	...	...	...	...	Jhelam.

\* Not sold.

† Not produced.

‡ Not procurable.

§ Husked.

¶ Unhusked.



## RETAIL PRICES FOR THE 2nd HALF OF APRIL 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Andropogon sorghum).		BAJRA OR CUMBU (Pennisetum typhoides).	
					Best sort.		Common.					
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
<b>Panjab—continued.</b>												
<i>South-eastern—</i>												
Gurgaon . . . . .	18 —	17 —	27 —	26 —	...	...	10 —	10 —	22 —	22 —	20 —	20 —
Delhi . . . . .	18 —	18 —	25 —	25 —	...	...	12 —	12 —	22 —	22 —	20 —	20 —
Rohtak . . . . .	18 —	18 —	25 —	26 —	...	...	14 —	14 —	21 —	22 —	19 —	20 —
Karnal . . . . .	21 —	20 —	32 —	30 —	...	...	10 —	10 —	25 —	25 —	20 —	20 —
<i>Submontane—</i>												
Ambala . . . . .	21 —	20 —	24 —	24 —	...	...	10 —	10 —	29 —	29 —	22 —	22 —
Ludhiana . . . . .	21 —	19 —	34 —	33 —	...	...	10 —	11 —	23 —	22 —	17 —	21 —
Jalandhar . . . . .	21 —	20 —	30 —	30 —	...	...	8 —	8 —	22 —	22 —	19 —	19 —
Hoshiarpur . . . . .	21 —	21 —	30 —	30 —	...	...	12 —	12 —	21 —	22 —	18 —	18 —
Gurdaspur . . . . .	21 —	20 —	36 —	40 —	...	...	12 —	12 —	23 —	24 —	†	†
Amritsar . . . . .	19 —	19 —	35 —	37 —	...	...	11 —	11 —	19 —	19 —	21 —	21 —
Sialkot . . . . .	18 —	17 —	30 —	31 —	...	...	14 —	14 —	27 —	27 —	23 —	23 —
<i>Hills—</i>												
Simla . . . . .	14 —	13 —	17 —	17 —	...	...	10 —	9 —	19 —	19 —	13 —	14 —
Kangra . . . . .	21 —	20 —	27 —	26 —	...	...	16 —	16 —	†	†	†	†
<i>Northern—</i>												
Rawalpindi . . . . .	17 —	17 —	30 —	29 —	...	...	11 —	10 —	26 —	26 —	22 —	21 —
Hazara . . . . .	16 —	15 —	27 —	29 —	...	...	12 —	12 —	24 —	24 —	18 —	20 —
Peshawar . . . . .	16 —	16 —	35 —	35 —	...	...	10 —	11 —	28 —	28 —	19 —	19 —
Kohat . . . . .	16 —	17 —	27 —	27 —	...	...	13 —	13 —	†	†	24 —	24 —
Bannu . . . . .	22 —	23 —	39 —	43 —	...	...	14 —	14 —	41 —	41 —	23 —	26 —
<i>Western—</i>												
Shahpur . . . . .	20 —	18 —	30 —	30 —	...	...	10 —	10 —	20 —	22 —	20 —	23 —
Jhang . . . . .	20 —	19 —	23 —	27 —	...	...	12 —	12 —	24 —	32 —	25 —	28 —
Multan . . . . .	16 —	16 —	21 —	24 —	...	...	16 —	16 —	26 —	26 —	23 —	23 —
Montgomery . . . . .	18 —	18 —	26 —	26 —	...	...	12 —	12 —	20 —	†	†	†
Dera Ismael Khan . . . . .	20 —	19 —	25 —	25 —	...	...	9 —	9 —	25 —	25 —	24 —	23 —
Muzaffargarh . . . . .	19 —	17 —	24 —	24 —	...	...	16 —	15 —	18 —	21 —	24 —	24 —
Dera Ghazi Khan . . . . .	16 —	15 —	24 —	24 —	...	...	12 —	13 —	21 —	21 —	20 —	20 —
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	11 —	12 8	...	...	9 —	10 —	10 —	11 —	20 —	18 —	17 8	17 —
Hyderabad . . . . .	13 —	12 —	...	...	9 —	9 —	12 —	12 —	20 —	20 —	20 —	20 —
Thar and Parkar (Umarkot) . . . . .	13 —	13 —	...	...	17 —	18 —	18 —	19 —	14 —	15 —	17 —	17 —
Shikarpur . . . . .	16 —	16 —	...	...	8 —	8 —	9 —	9 —	26 —	27 —	24 —	24 —
Upper Sind Frontier . . . . .	14 —	14 —	...	...	10 —	10 —	11 —	11 —	29 —	28 —	27 —	27 —
Quetta . . . . .	14 —	14 8	...	...	10 —	10 —	11 —	11 —	29 —	28 —	27 —	27 —
to 15 8	to 15 12	18 —	17 14	5 —	4 8	8 —	—	—	20 4	20 —	18 —	18 —
<b>Bombay—</b>												
<i>Konkan—</i>												
Karwar . . . . .	10 3	10 3	...	...	9 2	9 2	11 2	11 2	15 3	15 3	15 —	15 —
Ratnagiri . . . . .	8 2	8 2	...	...	11 10	11 10	12 13	12 3	11 11	11 11	13 4	13 4
Alibag . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bombay . . . . .	8 7	8 7	...	...	7 10	7 10	10 6	10 6	14 11	14 11	14 9	14 9
Tanna . . . . .	11 14	11 14	...	...	12 —	12 —	12 15	12 15	*	*	16 3	16 3
<i>Deccan—</i>												
Dharwar . . . . .	17 7	17 7	...	...	13 6	13 14	14 6	14 6	24 9	24 9	23 1	22 6
Belgaum . . . . .	15 3	15 3	...	...	11 —	11 9	11 9	12 10	20 12	20 12	20 8	20 8
Satara . . . . .	18 14	18 14	...	...	9 9	9 9	11 10	11 10	22 10	21 14	19 7	19 7
Sholapur . . . . .	16 12	16 12	...	...	11 8	12 7	12 12	13 10	29 8	32 3	21 7	23 4
Bijapur . . . . .	17 8	17 12	...	...	8 4	8 5	12 6	12 6	32 4	32 6	28 3	28 3
Poona . . . . .	11 10	11 10	...	...	9 11	9 11	10 13	10 13	21 14	21 14	17 4	18 6
<i>Khandesh—</i>												
Ahmadnagar . . . . .	13 12	13 1	...	...	7 6	7 6	13 10	13 10	24 1	23 5	19 11	19 —
Nasik . . . . .	14 6	14 6	...	...	8 11	8 11	10 4	10 4	*	*	16 4	16 15
Dhulia . . . . .	12 4	12 4	...	...	7 7	7 7	9 7	9 7	25 14	25 14	20 3	20 3
<i>Gujarat—</i>												
Surat . . . . .	12 8	12 8	...	...	7 6	7 6	8 13	8 13	23 2	23 2	17 1	17 1
Broach . . . . .	15 —	15 —	...	...	8 —	8 —	11 —	11 —	22 —	21 8	15 8	15 8
Kaira . . . . .	14 —	14 —	...	...	8 —	8 —	12 —	12 —	18 —	18 —	16 —	16 —
Baroda Cantonment . . . . .	11 8	11 8	...	...	7 —	7 —	9 —	9 —	18 —	18 —	16 —	16 —
Ahmadabad . . . . .	12 —	12 —	...	...	9 —	9 —	12 —	12 —	19 —	19 —	16 —	16 —
Godhra . . . . .	12 —	12 8	...	...	9 —	10 —	11 8	11 8	...	...	17 —	17 —
Disa Cantonment . . . . .	11 —	15 —	...	...	6 8	6 8	9 —	9 —	21 —	21 —	20 —	20 —
<i>Kathiawar—</i>												
Rejkot . . . . .	16 —	16 —	...	...	6 11	6 11	10 —	10 —	18 8	18 8	15 6	15 6
<b>Central Provinces—</b>												
<i>Western—</i>												
Nimar . . . . .	16 —	15 1	...	...	6 12	6 12	12 8	12 8	29 12	29 12	...	...
Khandwa . . . . .	15 —	15 —	...	...	10 —	10 —	12 —	12 —	28 —	28 —	21 —	21 —
Hoshangabad . . . . .	14 6	14 6	...	...	9 —	9 —	12 11	12 11	22 11	22 11	...	...
Betul . . . . .	16 —	16 —	...	...	10 —	10 —	12 —	12 —	24 —	24 —	...	...
Chhindwara . . . . .	15 —	15 8	...	...	10 —	10 —	13 —	13 —	23 —	23 —	...	...
Nagpur . . . . .	13 12	13 12	...	...	11 4	11 4	13 12	13 12	23 —	23 —	...	...
Wardha . . . . .	13 5	13 5	...	...	7 —	7 —	10 7	10 7	26 14	25 10	...	...

\* Not sold.

† Not produced.

‡ Not procurable.

represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MARUA OR BAGI ( <i>Elev- sine cora- cana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR CADJAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
†	†	†	†	19 —	19 —	28 —	28 —	15 —	15 —	11 —	11 —	Panjab—continued.
20 —	20 —	14 —	14 —	19 —	20 —	27 —	27 —	23 —	14 —	12 —	12 —	
†	†	10 —	10 —	19 —	20 —	27 —	29 —	16 —	16 —	11 —	11 —	South-eastern—
†	†	12 —	12 —	21 —	21 —	30 —	30 —	16 —	16 —	11 —	11 —	Gurgaon.
†	†	18 —	18 —	22 —	21 —	32 —	32 —	14 —	14 —	12 12	12 12	Delhi.
†	†	17 —	17 —	23 —	22 —	35 —	34 —	9 —	9 —	12 —	12 —	Submontane—
†	†	20 —	20 —	23 —	23 —	34 —	35 —	†	†	13 —	13 —	Ambala.
†	†	14 —	14 —	24 —	23 —	32 —	31 —	8 —	8 —	13 —	12 12	Ludhiana.
†	†	15 —	15 —	24 —	22 —	32 —	30 —	†	†	12 —	12 —	Jalandhar.
†	†	23 —	21 —	22 —	23 —	34 —	37 —	12 —	12 —	12 —	12 —	Hoshiarpur.
†	†	†	†	23 —	22 —	25 —	25 —	†	†	13 12	13 12	Gordaspur.
†	†	10 —	10 —	15 —	15 —	21 —	20 —	8 —	8 —	9 —	9 —	Amritsar.
†	†	17 —	17 —	21 —	22 —	26 —	27 —	13 —	13 —	13 —	13 —	Simla.
†	†	16 —	16 —	15 —	16 —	25 —	22 —	9 —	9 —	11 8	11 8	Kangra.
†	†	19 —	20 —	19 —	18 —	28 —	28 —	14 —	14 —	17 —	17 —	Northern—
†	†	8 —	8 —	21 —	22 —	24 —	24 —	†	†	15 5	18 —	Rawalpindi.
†	†	†	†	32 —	33 —	37 —	39 —	11 —	11 —	20 —	21 4	Hazara.
†	†	22 —	22 —	25 —	25 —	20 —	21 —	*	*	13 —	13 —	Peshawar.
†	†	32 —	40 —	19 —	19 —	27 —	32 —	6 —	6 —	11 12	11 —	Kohat.
†	†	22 —	40 —	20 —	20 —	28 —	28 —	†	†	12 4	12 4	Bannu.
†	†	†	†	21 —	21 —	†	†	10 —	10 —	12 8	12 8	Western—
†	†	†	†	26 —	26 —	26 —	26 —	12 —	12 —	16 6	16 8	Shahpur.
†	†	†	†	20 —	20 —	†	†	*	8 —	12 —	12 —	Jhang.
†	†	†	†	21 —	21 —	†	†	†	†	11 —	11 —	Multan.
†	†	†	†	†	†	†	†	†	†	12 —	12 —	Montgomery.
†	†	†	†	†	†	†	†	†	†	12 —	12 —	Dera Ismael Khan.
†	†	†	†	†	†	†	†	†	†	12 —	12 —	Muzaffargarh.
†	†	†	†	†	†	†	†	†	†	11 —	11 —	Dera Ghazi Khan.
†	†	†	†	†	†	†	†	†	†	†	†	Sind and Baluchistan—
†	†	†	†	15 —	15 —	†	†	11 —	10 —	14 —	14 —	Karachi.
†	†	†	†	14 8	14 8	†	†	9 —	9 —	12 —	12 —	Hyderabad.
†	†	†	†	8 —	8 —	†	†	†	†	12 —	12 —	Thar and Parkar (Umarkot).
†	†	†	†	20 —	19 —	†	†	12 —	12 —	12 —	12 —	Shikarpur.
†	†	†	†	20 8	19 —	†	†	9 —	9 —	11 —	11 —	Upper Sind Frontier.
†	†	6 —	6 —	16 6	15 10	17 —	17 —	10 —	9 —	10 —	9 8	Quetta.
†	†	†	†	†	†	†	†	†	†	†	†	Bombay—
†	†	†	†	†	†	†	†	†	†	†	†	Konkan—
16 3	16 3	†	†	12 8	12 8	†	†	11 4	11 4	10 10	10 10	Karwar.
14 2	14 2	†	†	8 4	8 4	†	†	9 7	9 7	10 6	10 6	Ratnagiri.
†	†	†	†	†	†	†	†	†	†	†	†	Alibag.
11 4	11 4	†	†	13 13	13 12	†	†	10 3	10 3	8 6	11 9	Bombay.
†	†	†	†	14 3	14 3	†	†	12 12	12 12	12 4	12 4	Tanna.
†	†	†	†	†	†	†	†	†	†	†	†	Deccan—
†	†	†	†	17 5	17 5	†	†	15 10	16 8	12 6	12 6	Dharwar.
†	†	†	†	16 —	16 —	†	†	15 12	16 8	10 12	10 12	Belgaum.
†	†	†	†	15 4	15 15	†	†	15 6	15 6	12 4	12 4	Satara.
†	†	†	†	18 —	19 13	†	†	18 6	18 6	11 10	11 10	Sholapur.
†	†	†	†	19 11	19 11	†	†	16 12	16 12	11 12	11 12	Bijapur.
†	†	†	†	14 15	14 15	†	†	13 1	13 1	11 13	11 13	Poona.
†	†	†	†	†	†	†	†	†	†	†	†	Khândesh—
†	†	†	†	16 10	16 10	†	†	12 9	12 9	12 6	12 6	Ahmadnagar.
18 6	20 11	†	†	17 2	17 2	†	†	12 13	12 13	12 1	12 11	Nasik.
†	†	†	†	13 3	13 3	†	†	12 13	12 13	11 6	11 6	Dhulia.
†	†	†	†	†	†	†	†	†	†	†	†	Gujarat—
†	†	†	†	13 14	13 14	†	†	13 14	13 14	12 —	12 —	Surat.
†	†	†	†	15 —	15 —	†	†	16 —	16 —	13 —	13 —	Broach.
20 —	20 —	†	†	16 —	16 —	†	†	17 —	17 —	12 8	12 8	Kaira.
20 —	20 —	†	†	15 —	15 —	†	†	15 —	15 —	11 8	11 8	Baroda Cantonment.
†	†	†	†	16 —	16 —	†	†	16 —	16 —	13 8	13 8	Ahmadabad.
25 —	25 —	†	†	21 —	20 —	†	†	15 —	15 —	12 —	12 8	Godhra.
†	†	†	†	16 —	16 —	†	†	12 —	12 —	13 4	12 8	Diasa Cantonment.
†	†	†	†	†	†	†	†	†	†	†	†	Kathiawar—
†	†	†	†	16 11	16 11	†	†	13 5	13 5	81 10	81 10	Rajkot.
†	†	†	†	†	†	†	†	†	†	†	†	Central Provinces—
†	†	†	†	17 11	17 11	†	†	16 —	15 1	10 14	10 14	Western—
†	†	†	†	16 —	16 —	†	†	*	*	9 —	9 —	Nimar.
†	†	†	†	24 —	22 2	†	†	18 —	12 —	10 11	9 14	Khandwa.
†	†	†	†	20 —	20 —	†	†	12 —	12 —	9 —	8 —	Hoshangabad.
†	†	†	†	19 —	19 —	†	†	12 —	12 —	8 —	8 —	Betul.
†	†	†	†	18 12	18 12	†	†	18 12	18 2	10 —	10 —	Ohhindwara.
†	†	†	†	16 —	16 —	†	†	20 —	16 —	10 11	10 11	Nagpur.
†	†	†	†	†	†	†	†	†	†	†	†	Wardha.

\* Not sold.

† Not produced.

‡ Not procurable.

C



## RETAIL PRICES FOR THE 2nd HALF OF APRIL 1899—concluded (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Andropogon sorghum.)		BAJRA OR CUMBU (Pennisetum typhoides.)	
					Best sort.		Common.					
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
<b>Central Provinces—contd.</b>												
<i>Central—</i>												
Narsinghpur . . . . .	16 —	14 11	...	...	10 10	10 10	12 —	12 —	21 5	21 5	...	...
Bangor . . . . .	14 5	14 8	...	...	10 10	12 8	14 2	13 6	24 —	24 —	...	...
Damoh . . . . .	15 —	15 —	...	...	12 5	12 5	14 1	14 1	...	21 10	...	...
Jubbulpore . . . . .	17 —	17 8	...	...	11 —	11 —	16 8	17 —	22 8	23 —	...	...
Mandla . . . . .	20 —	19 —	...	...	13 —	13 —	18 —	18 —	...	...	...	...
Seoni . . . . .	19 3	19 3	...	...	9 —	9 —	16 —	16 —	23 —	24 14	...	...
Balaghat . . . . .	14 —	14 —	...	...	15 —	15 —	20 —	20 —	...	...	...	...
Bhandara . . . . .	15 —	16 4	...	...	...	...	16 4	16 4	...	...	...	...
Chanda . . . . .	12 9	12 9	...	...	...	...	15 8	15 8	25 5	25 5	...	...
<i>Eastern—</i>												
Bilaspur . . . . .	18 4	18 4	...	...	12 13	12 13	18 4	18 4	...	...	...	...
Raipur . . . . .	18 —	18 2	...	...	17 8	12 —	21 —	18 2	...	...	...	...
Sambalpur . . . . .	16 —	16 —	...	...	12 —	12 —	17 —	19 8	...	...	...	...
<b>Berar—</b>												
Buldana . . . . .	13 —	13 —	...	...	7 —	7 —	10 —	9 8	38 —	35 8	26 8	25 8
Basim . . . . .	15 —	14 4	...	...	6 8	7 —	12 —	12 —	36 —	35 8	...	...
Akola . . . . .	12 12	12 12	...	...	7 —	6 8	8 4	8 —	32 —	33 —	...	...
Ellichpur . . . . .	11 —	11 —	...	...	6 —	6 —	8 —	8 —	27 —	27 —	20 —	20 —
Amratoti . . . . .	12 —	12 —	...	...	7 —	7 —	10 —	10 —	32 —	30 —	28 —	26 —
Wun . . . . .	11 —	11 —	...	...	7 —	7 —	8 —	8 —	36 —	33 —	18 —	20 —
<b>Nizam's Territories—</b>												
Secunderabad . . . . .	9 14	9 14	...	...	5 14	5 14	6 9	6 9	19 12	19 12	19 12	19 12
Bolaram . . . . .	9 5	10 8	...	...	4 13	5 4	9 3	10 5	21 —	21 —	...	...
Chadarghat . . . . .	9 12	9 10	...	...	6 4	6 4	9 12	9 12	23 12	22 8	25 12	22 8
<b>Madras—</b>												
<i>Malabar Coast—</i>												
Malabar . . . . .	...	...	...	...	...	...	12 2	12 2	...	...	...	...
S. Canara . . . . .	...	...	...	...	...	...	13 11	13 11	...	...	...	...
<i>South central—</i>												
Coimbatore . . . . .	...	...	...	...	...	...	11 11	11 5	20 —	18 5	19 2	19 2
Nilgiris . . . . .	...	...	...	...	...	...	8 13	8 13	...	...	...	...
Salem . . . . .	...	...	...	...	...	...	11 13	12 3	21 10	21 10	18 13	19 3
<i>Central—</i>												
Bellary . . . . .	...	...	...	...	...	...	11 14	11 14	24 11	28 5	...	...
Anantapur . . . . .	...	...	...	...	...	...	13 —	13 —	27 13	27 13	...	...
Cuddapah . . . . .	...	...	...	...	...	...	11 10	11 10	24 8	24 8	21 13	21 13
Karnul . . . . .	...	...	...	...	...	...	11 6	11 6	34 5	34 5	...	...
<i>East Coast, north—</i>												
Ganjam . . . . .	...	...	...	...	...	...	13 —	12 —	...	...	...	...
Vizagapatam . . . . .	...	...	...	...	...	...	11 —	11 —	...	...	21 14	21 14
Godavari . . . . .	...	...	...	...	...	...	13 —	12 8	23 —	23 —	...	...
<i>East Coast, central—</i>												
Kistna . . . . .	...	...	...	...	...	...	15 14	15 6	21 —	20 8	...	...
Nellore . . . . .	...	...	...	...	...	...	19 2	18 —	20 10	20 10	18 13	18 13
<i>East Coast, south—</i>												
Madras . . . . .	...	...	...	...	...	...	12 13	12 13	17 5	17 5	...	...
Chingleput . . . . .	...	...	...	...	...	...	13 8	13 8	...	...	...	...
N. Arcot . . . . .	...	...	...	...	...	...	18 6	16 —	...	...	28 —	...
S. Arcot . . . . .	...	...	...	...	...	...	14 —	14 —	...	...	20 13	20 13
Tanjore . . . . .	...	...	...	...	...	...	13 13	13 13	...	...	25 6	25 6
Trichinopoly . . . . .	...	...	...	...	...	...	12 8	12 —	17 8	17 8	20 5	20 5
<i>Southern—</i>												
Tinnevely . . . . .	...	...	...	...	...	...	13 2	12 2	15 11	...	14 6	14 6
Madura . . . . .	...	...	...	...	...	...	13 13	13 13	16 3	16 3	15 6	15 6
<b>Mysore—</b>												
Mysore . . . . .	11 12	11 12	...	...	10 —	10 —	10 13	10 13	...	...	...	...
Bangalore . . . . .	10 7	10 8	10 —	10 —	8 6	8 7	11 8	10 8	25 3	25 —	...	...
Kolar . . . . .	8 —	8 —	6 —	6 —	8 —	8 —	10 —	10 —	...	...	...	...
Tumkur . . . . .	11 —	11 —	12 —	12 8	11 8	11 —	12 —	12 8	32 —	32 —	32 —	32 —
Hassan . . . . .	10 —	12 —	9 —	10 —	10 —	10 —	12 —	12 —	...	...	...	...
Kadur . . . . .	10 —	11 —	10 —	11 —	9 —	9 —	13 —	13 —	20 —	20 —	...	...
Shimoga . . . . .	11 9	11 9	...	...	9 7	9 7	14 11	14 11	29 6	30 8	...	...
Chitaldrug . . . . .	13 —	13 —	14 —	14 —	12 —	12 —	14 —	14 —	32 —	32 —	32 —	32 —
<b>Coorg—</b>												
Coorg . . . . .	8 —	9 —	7 8	8 8	7 8	8 8	11 —	11 —	...	...	...	...
<b>Aden . . . . .</b>												
Aden . . . . .	8 —	7 11	...	...	7 3	6 3	8 —	7 7	11 7	12 7	8 3	9 5

\* Not sold.

represent the number of sars (of 80 tolas) and chittacks sold for one rupee.)

MARUA OR RAGI ( <i>Eleusine coracana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Ocra aristatum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADJAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
...	...	...	...	24 —	24 —	...	...	17 6	17 6	9 2	9 2	Central Provinces—contd.
...	...	...	...	20 10	23 1	...	...	12 13	13 —	10 6	10 11	Central—
...	...	...	...	22 14	25 —	...	...	11 12	11 12	9 2	9 —	Narsinghpur.
...	...	...	...	23 8	24 —	...	...	16 —	16 —	9 12	9 8	Damoh.
...	...	...	...	24 —	35 —	...	...	16 —	16 —	9 8	9 8	Jubbulpore.
...	...	...	...	22 6	21 —	...	...	16 —	15 2	9 10	9 2	Mandla.
...	...	...	...	21 —	21 —	...	...	12 8	13 8	9 —	9 —	Seoni.
...	...	...	...	23 12	23 12	...	...	15 —	16 4	9 8	9 8	Balaghāt.
...	...	...	...	16 13	16 13	...	...	14 2	14 2	9 —	9 —	Bhandara.
...	...	...	...	21 5	21 5	...	...	18 4	18 4	8 —	8 —	Chānda.
...	...	...	...	25 —	25 —	...	...	18 —	18 —	10 —	9 —	Eastern—
...	...	...	...	20 —	13 —	...	...	14 —	14 —	10 8	10 8	Bilaspur.
...	...	...	...	...	...	...	...	...	...	...	...	Raipur.
...	...	...	...	...	...	...	...	...	...	...	...	Sambalpur.
...	...	...	...	18 12	18 8	...	...	13 —	13 —	10 8	10 8	Berar—
...	...	...	...	19 —	19 8	...	...	13 12	13 10	9 8	9 8	Buldāna.
...	...	...	...	12 12	17 —	...	...	13 12	12 —	11 12	11 12	Bāsim.
...	...	...	...	14 —	14 —	...	...	22 —	20 —	10 —	10 —	Akola.
...	...	...	...	16 —	15 —	...	...	15 —	16 —	11 —	11 —	Ellishpur.
...	...	...	...	16 —	16 —	...	...	21 —	21 —	9 8	9 8	Amrāoti.
...	...	...	...	...	...	...	...	...	...	...	...	Wun.
21 —	21 —	...	...	13 14	13 14	...	...	13 14	14 3	9 24	9 24	Nizam's Territories—
...	...	...	...	14 —	14 —	...	...	...	...	8 12	8 12	Secunderabad.
...	...	...	...	16 —	15 —	...	...	14 —	13 12	8 12	8 12	Bolāram.
...	...	...	...	...	...	...	...	...	...	...	...	Chadarghat.
...	...	...	...	...	...	...	...	...	...	13 13	13 13	Madras—
...	...	...	...	...	...	...	...	...	...	11 14	11 14	Malabar Coast—
...	...	...	...	...	...	...	...	...	...	...	...	Malabar.
19 11	19 11	...	...	...	...	...	...	...	...	11 8	11 8	S. Canara.
23 14	23 2	...	...	...	...	...	...	...	...	10 10	10 10	South, central—
...	...	...	...	...	...	...	...	...	...	11 5	11 5	Coimbatore.
...	...	...	...	...	...	...	...	...	...	...	...	Nilgiris.
...	...	...	...	...	...	...	...	...	...	...	...	Salem.
27 3	27 3	...	...	...	...	...	...	...	...	11 13	11 13	Central—
27 —	27 —	...	...	...	...	...	...	...	...	13 3	13 13	Bellary.
20 10	20 10	...	...	...	...	...	...	...	...	11 8	11 8	Anantapur.
...	...	...	...	...	...	...	...	...	...	12 3	12 3	Cuddapah.
...	...	...	...	...	...	...	...	...	...	10 6	10 6	Karnul.
20 11	20 11	...	...	...	...	...	...	...	...	10 —	10 —	East Coast, north—
23 3	23 3	...	...	...	...	...	...	...	...	12 10	13 3	Ganjam.
23 10	23 10	...	...	...	...	...	...	...	...	12 2	12 2	Vizagapatam.
...	...	...	...	...	...	...	...	...	...	...	...	Godāvari.
28 5	28 5	...	...	...	...	...	...	...	...	13 3	13 3	East Coast, central—
23 2	23 2	...	...	...	...	...	...	...	...	12 13	12 13	Kistna.
...	...	...	...	...	...	...	...	...	...	...	...	Nellore.
22 10	21 14	...	...	...	...	...	...	...	...	12 14	12 14	East Coast, south—
19 3	19 3	...	...	...	...	...	...	...	...	13 5	13 5	Madras.
25 13	23 11	...	...	...	...	...	...	...	...	12 2	12 2	Chingleput.
19 14	19 14	...	...	...	...	...	...	...	...	13 3	13 3	N. Arcot.
26 6	26 6	...	...	...	...	...	...	...	...	12 14	12 14	S. Arcot.
22 5	21 10	...	...	...	...	...	...	...	...	12 —	12 —	Tanjore.
...	...	...	...	...	...	...	...	...	...	...	...	Trichinopoly.
17 13	17 13	...	...	...	...	...	...	...	...	13 13	14 5	Southern—
19 6	19 6	...	...	...	...	...	...	...	...	13 2	13 2	Tinnevely.
...	...	...	...	...	...	...	...	...	...	...	...	Madura.
20 —	19 1	...	...	13 8	12 8	...	...	9 8	9 8	10 13	10 13	Mysore—
29 6	32 8	...	...	12 9	12 9	...	...	11 8	11 8	11 —	11 —	Mysore.
32 —	32 —	...	...	10 —	10 —	...	...	10 —	10 —	9 —	9 —	Bangalore.
40 —	40 —	32 —	32 —	...	15 —	...	...	11 —	12 —	10 —	10 8	Kolar.
26 10	30 —	...	...	13 —	12 —	...	...	10 —	10 —	10 —	10 —	Tunkur.
35 —	30 —	...	...	13 —	15 —	...	...	11 —	11 —	10 —	10 8	Hassan.
39 14	39 14	...	...	15 12	16 13	...	...	14 11	14 11	10 8	11 —	Kadur.
36 —	36 —	40 —	40 —	16 —	16 —	...	...	14 —	14 —	9 —	9 —	Shimoga.
...	...	...	...	...	...	...	...	...	...	...	...	Chitaldrug.
24 8	24 8	...	...	23 8	23 8	...	...	8 8	9 —	10 —	10 8	Coorg—
...	...	...	...	12 14	12 7	...	...	8 11	8 5	32 —	32 —	Coorg.
...	...	...	...	...	...	...	...	...	...	...	...	Aden.


\* Not sold.

J. E. O'CONOR,  
Director-General of Statistics.

FINANCE AND COMMERCE DEPARTMENT  
June 2, 1899.

J. F. FINLAY,  
Secretary to the Government of India.



 Continuation Sheets of Supplement to the Gazette of India published at Calcutta.

GOVERNMENT OF INDIA,  
HOME DEPARTMENT.

ADDITIONS TO THE RULES FOR THE REGULATION OF APPOINTMENTS IN THE  
SECRETARIAT CLERICAL SERVICE OF THE GOVERNMENT OF INDIA AND  
ATTACHED OFFICES.

NOS. 329—40.

*Extract from the Proceedings of the Government of India, in the Home Department (Examinations), under date Simla, the 2nd June, 1899.*

Read again—

Home Department Resolution No. <sup>Examinations</sup><sub>186—189</sub>, dated the 5th June 1894.

Read also—

Home Department Resolution Nos. 186—187, dated the 30th April 1897.

RESOLUTION.

The Governor General in Council is pleased to direct that the following additions be made to the rules for the regulation of appointments in the Secretariat Clerical Service of the Government of India and attached offices:

After Rule 9 (2) add:

(3) "If the candidate is employed under Government, a certificate by the Head of the Office or Department to the effect that, in his opinion, there is no objection to the candidate appearing at the ensuing Clerkship Examination.

(4) "A statement whether the candidate has appeared at any previous Clerkship Examination, and if so, in what year."

ORDER.—Ordered, that a copy of the above Resolution be forwarded for information to the Departments of the Government of India (except the Foreign Department) and to the Heads of Offices under the Home Department marginally noted; that a copy be forwarded to the Governments of Bengal, the North-Western Provinces and Oudh and the Punjab for information; that a copy be also forwarded to the Secretary to the Board of Examiners, and that the Resolution be published in the *Gazette of India* for general information.

The Director-General, Indian Medical Service.  
The Sanitary Commissioner with the Government of India.

[True Extract.]

A. H. L. FRASER,

*Offg. Secretary to the Government of India.*



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the Week ending at 8 a.m. on  
Saturday, May 27th, 1899.**

Weather conditions have been somewhat unsettled over Northern India during the week under review. The small storm, which developed at the head of the Bay at the close of the previous week, passed into Central Bengal and disappeared during the first two days of the present week. It was succeeded by another but very slight storm over South-West Bengal on the 23rd, which in its turn disappeared on the 24th or 25th. Up to this date the general conditions of the weather were similar to those which had prevailed during the previous week. Pressure was low over the Punjab, relatively low within a trough running from North-West India to the head of the Bay and highest in Ceylon and the south of the Bay. Accompanying this distribution of pressure were westerly and north-westerly winds over the Peninsula, southerly winds in Burma and at the head of the Bay and easterly winds in North Bengal and the North Gangetic Plain. On the 26th these conditions changed somewhat, a rapid barometric fall occurring in Northern India by which the trough of low pressure was transferred northward to the foot of the hills. At the same time the easterly winds ceased in Northern India and the westerly winds from the Peninsula and the Central Provinces extended northward into the Gangetic Plain. The most marked features of the weather during the past week have been the general heavy rain which has been brought up to Burma by the southerly winds and the very high temperatures which have prevailed throughout the week over North-Western India.

**Daily Summary.**—*Sunday, May 21st.*—The barometer had fallen briskly to rapidly over parts of Bengal, and the small storm which was shown near Saugor Island on the 20th was shown near Bogra and Mymensingh. Rain had been heavy and general over East and Lower Bengal. Elsewhere conditions were fairly normal, though pressure differences were somewhat greater than usual. The southerly wind over Burma was giving moderate general rain over that province, while a few light to moderate scattered showers had been received over Upper India, the central districts and the Peninsula. Large contrasts of temperature were shown, for, while the mean temperature was as much as  $9.7^{\circ}$  higher than usual at Mooltan, it was  $10^{\circ}$  lower at Burdwan, Gorakhpur and Chaibassa. Over the Peninsula the temperature variations were much smaller, but the weather was on the whole cooler than usual.

*Monday, May 22nd.*—Pressure had decreased briskly over North-Western and part of Northern India and over Burma, while it had increased slightly over the Peninsula and slightly to briskly over East Bengal. The small storm over East Bengal had filled up, and the pressure differences over India generally had increased, but otherwise there had not been much change. The winds were generally westerly and north-westerly over the Peninsula and the central parts of India, southerly (south-west—south-east) over Burma and Deltaic Bengal and easterly close to the foot of the hills in Northern India. The heavy rain in Bengal had ceased, but showers were reported from parts of Burma, Assam and the west of the Peninsula. The mean temperature had risen fast over Bengal, but the weather remained generally cooler than usual except in the north-west where the heat was excessive.

*Tuesday, May 23rd.*—Pressure had decreased almost everywhere. Barometric readings were lowest in the Punjab, relatively low over the Gangetic Plain and highest in Malabar and Ceylon. Pressure differences were abnormally large.

The winds were practically unchanged, the westerly winds in the west and centre were very strong. General rain continued over Burma, Assam and East Bengal, the amounts at some stations being considerable to large. Elsewhere the weather was fine with a few scattered showers. The mean temperature remained excessive over North-West India and generally slightly to moderately below the normal elsewhere.

*Wednesday, May 24th.*—Pressure had increased over the Punjab, the North-West Provinces and West Bengal and decreased elsewhere. Barometric readings were lowest over the Punjab, whence a trough of relatively low pressure ran south-eastward to Orissa. The pressure differences were nearly as large as on the preceding days. The winds were little altered, and the westerly winds were strong to a gale in different parts of the country. Burma had again received general rain, while scattered showers had been received over Bengal, Assam, the North-West Provinces, the North-West Himalayas and the west of the Peninsula. The mean temperature was high over North-West India as well as over the east and south of the Peninsula, but was generally lower than usual elsewhere.

*Thursday, May 25th.*—The barometer had risen briskly over the west of the North-West Provinces and the east of the Punjab and had fallen briskly over West Bengal, but elsewhere the changes were small. The pressure distribution was hence practically unaltered, and the winds were generally the same as on the preceding days. Rain had fallen generally over Burma, Assam, East Bengal and the south-west of the Peninsula, and a few light scattered showers were reported from other parts of the country, but in general the weather was fine. The heat was greater than usual over North-Western and less than usual over North-Eastern India, while over the Peninsula it was nearly normal.

*Friday, May 26th.*—The barometer had fallen briskly to rapidly along the foot of the hills, and the trough of low pressure had been transferred northward to the Himalayan region. This was the only important change, but under its influence the easterly current of air in the north had contracted and almost disappeared. Elsewhere the pressure conditions and the winds were little changed. Rain had continued to fall generally over Burma and Malabar, but elsewhere the weather was fine or nearly so. The mean temperature was low over Burma, the west of the Central Provinces and North Bombay, but was generally excessive elsewhere.

*Saturday, May 27th.*—Pressure had decreased over Northern India and increased over the Peninsula. Pressure was lowest and much below the normal over the west of the Punjab, while it was relatively low over the North Gangetic Plain and highest in the extreme south of India. Pressure gradients were very steep for the time of year. The winds were variable over the Punjab and along the west coast, easterly close to the foot of the hills in Northern India and about normal elsewhere. The force was fresh to strong over a large part of the country. The rainfall had been heavy and general in Burma, and showers had been received over parts of Assam, Bengal and the west of the Peninsula. The mean temperature was low over Burma and parts of Bombay and the Central Provinces, but elsewhere the heat was excessive.

**Temperature.**—There were very large and marked contrasts of temperature over Northern India during the week. This was specially noticeable on the 21st, 25th and 27th.

The following were the largest opposite variations on each day:

Sunday	May 21st	Multan	+ 9.7°	Gorakhpur	— 10.7°
Monday	" 22nd	Multan	+ 9.0°	Thayetmyo	— 6.2°
Tuesday	" 23rd	Rawalpindi	+ 12.0°	Sholapur	— 6.2°
Wednesday	" 24th	Multan	+ 9.8°	Gorakhpur	— 5.5°
Thursday	" 25th	Jhansi	+ 7.4°	Gaya	— 9.8°
Friday	" 26th	Multan	+ 7.8°	Thayetmyo	— 3.3°
Saturday	" 27th	Sirsa	+ 10.7°	Bassein	— 5.8°



The following table gives the mean temperature variation data for the week :

PROVINCE.	MAY 1899.							Mean variation of week.
	21st	22nd	23rd	24th	25th	26th	27th	
	°	°	°	°	°	°	°	°
Burma . . . . .	-0.3	-1.5	-0.5	-0.4	-1.2	-1.0	-2.5	-1.1
Assam . . . . .	-3.1	-4.0	-1.3	+0.5	+0.9	+1.3	+0.4	-0.8
Bengal . . . . .	-5.1	-2.3	-0.7	-1.4	-0.6	+0.6	+0.8	-1.2
Orissa . . . . .	-5.8	-2.9	-1.4	-4.5	-2.3	-0.2	+2.9	-2.0
Bihar . . . . .	-4.4	-2.1	+1.5	-2.0	-4.0	+1.1	+3.0	-1.0
Chota Nagpur . . . . .	-7.2	-3.1	-0.1	+0.7	-3.4	+2.1	+5.6	-0.8
N.-W. P. and Oudh . . . . .	-6.2	-2.4	+2.8	+1.0	-0.8	+1.1	+5.7	+0.2
Punjab . . . . .	+3.5	+5.0	+8.5	+5.3	+3.8	+4.6	+9.1	+5.7
Sind . . . . .	+1.8	+1.8	+2.6	+1.7	+1.4	+1.2	+1.4	+1.7
Rajputana . . . . .	+4.5	+4.2	+3.6	+3.6	+4.1	+4.2	+1.4	+3.7
Gujarat . . . . .	-1.2	-0.7	-2.0	-1.3	-1.5	-1.5	-1.4	-1.4
Central India . . . . .	-4.0	-0.7	+0.8	+1.1	+1.2	+1.1	+2.4	+0.3
Central Provinces . . . . .	-1.5	+0.8	0	+0.1	+0.1	+1.3	+1.6	+0.3
Berar . . . . .	+0.5	+1.3	-0.7	-1.1	-1.6	-1.3	-1.0	-0.4
West Coast . . . . .	+0.2	+0.3	-0.5	+0.4	+0.3	0	+0.2	+0.2
Bombay Deccan . . . . .	-1.5	-1.3	-3.6	-2.1	-1.8	-0.4	-1.1	-1.7
Mysore . . . . .	-2.7	-2.8	-3.7	-1.9	-0.3	+0.2	+0.7	-1.5
Madras Coast . . . . .	-2.3	+0.9	+1.4	+2.6	+2.5	+3.5	+2.9	+1.6
Madras Deccan . . . . .	-3.3	-1.5	-1.8	-2.9	-1.4	+0.5	+1.4	-1.3
South India . . . . .	-1.9	+0.4	+0.3	+1.7	+2.6	+1.1	+0.8	+0.7
Mean for whole of India . . . . .	-2.0	-0.5	+0.3	+0.1	-0.1	+1.0	+1.7	+0.1

The mean temperature of the whole country for the whole week was very nearly normal, and on most days of the week this was likewise the case ; but on the 21st there was some deficiency and on the 27th some excess. The provincial variations show that the mean temperature was excessive throughout the week in North-West India and during most of the week in the Madras coast and South India districts, but that in the remaining provinces the heat was generally less than usual.

The following were the highest maxima reported on each day :

May 21st . . . . .	115.1°	at Jacobabad.
„ 22nd . . . . .	113.2°	„ Do.
„ 23rd . . . . .	120.0°	„ Do.
„ 24th . . . . .	116.1°	„ Do.
„ 25th . . . . .	120.0°	„ Do.
„ 26th . . . . .	121.0°	„ Do.
„ 27th . . . . .	122.0°	„ Do.

**Rain.**—The rainfall conditions of the present week are generally similar to those reported last week. The rainfall area has been very extensive, nearly all parts of the country having received some rain during the week ; but, except in Burma and North-East India, the fall has been light, scattered and local, occurring usually during dust and thunder storms. As was the case last week, there has been a strong steady flow of air from the Bay into Burma and Bengal, and this moist current has shifted round into south-east and east over Bengal, and with this direction has travelled across West Bengal up the Gangetic Plain. Over the area influenced by this current the week's rainfall has been more or less heavy, but in most other places it has been lighter than ordinary. At the commencement of the week the heaviest rainfall was reported from Lower Bengal where a small cyclonic storm was disturbing the weather ; but, after the beginning of the week, the region of heaviest rainfall was transferred to Burma and

Tenasserim, and this continued until the end of the week. The rainfall returns show that in Burma rain fell daily throughout the week; in Assam similar conditions prevailed; in East and Deltaic Bengal also daily rainfall was reported, but in Central, North and West Bengal the rain, though scattered throughout the week, was less frequent than in the two other divisions; over the Gangetic Plain the rain occurred generally on the 21st and 24th and in the Punjab on the 21st; on the Malabar Coast rain occurred daily, while in other parts of the Peninsula the showers were scattered throughout the week; in the Central Provinces also the showers occurred irregularly during the week.

The rainfall table at the close of the summary shows that no rain whatever fell during the week in the West Punjab, Berar, Gujarat, Kathiawar, Sind, Baluchistan, West Rajputana and the Jaipur division of the east coast, and an unimportant quantity in the central division of the North-West Provinces, the South-East, South and North Punjab, the west of the Central Provinces, Central India and the east of Rajputana. With the exception of these fifteen divisions, effective rain was received throughout the whole country, the average actual rainfall ranging from 8·65 inches in Tenasserim, 8·20 inches in Arakan, 7·86 inches in Deltaic Burma, 7·30 inches in the Surma division of Assam and 5·26 inches in the hill division of Assam, to 0·11 inch in the Central Punjab, 0·13 inch in the submontane division of the Punjab, 0·16 inch in Coorg, 0·12 inch in the central division of the Central Provinces and 0·13 inch in South Madras.

The third column of the table shows that the week's rainfall has been heavier than usual in 23 of the rainfall divisions, *viz.*, Tenasserim, Deltaic and Upper Burma, all the Assam divisions, all the Bengal divisions (except North Bengal and South Bihar), all the North-West Provinces divisions (except the central), the Bombay Deccan, the east of the North-West Provinces and the central divisions of Madras. The greatest excess was in the deltaic division of Burma and the Surma division of Assam where it exceeded 3 inches. In all the divisions, except the 23 quoted above, the rainfall has been short of the normal, but except in parts of the south-west of the Peninsula the deficiency has been small.

The following were the principal large totals recorded at individual stations during the week:

Burma	.	.	.	Bassein	.	.	.	.	.	16·36 inches.
				Sandoway	.	.	.	.	.	18·30 "
Assam	.	.	.	Sylhet	.	.	.	.	.	13·04 "
Bengal	.	.	.	Durgapur (Mymensingh)	.	.	.	.	.	10·80 "
				Kuriam (Rungpur)	.	.	.	.	.	11·37 "
Bihar	.	.	.	Araria (Purnea)	.	.	.	.	.	6·50 "
Malabar	.	.	.	Quilon	.	.	.	.	.	11·66 "
				Malwan (Ratnagiri)	.	.	.	.	.	6·43 "
Madras	.	.	.	Nundyal (Kurnool)	.	.	.	.	.	4·28 "

The three concluding columns show that the rainfall for the whole period from February 26th to date has been short of the normal over the hill division of the North-West Provinces, all the Punjab divisions, the central division of the Central Provinces, Gujarat, Kathiawar, Central India, Western Rajputana and the south division of Hyderabad. In all the remaining divisions the total seasonal rainfall has equalled or exceeded the normal.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING MAY 27TH, 1899.			RAINFALL DATA FROM FEBRUARY 26TH TO MAY 27TH, 1899.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, February 26th to May 27th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim	8.65	6.70	+ 1.95	18.20	18.75	- 3
	2. Lower Burma Deltaic.	7.86	4.23	+ 3.63	15.45	10.88	+ 42
	3. Central do.	2.45	2.49	- 0.04	8.10	6.15	+ 32
	4. Upper do.	1.90	1.70	+ 0.20	8.81	6.27	+ 41
	5. Arakan	8.20	8.65	- 0.45	19.01	16.51	+ 15
BENGAL AND ASSAM	6. Eastern Bengal	5.06	2.07	+ 2.99	22.07	15.05	+ 47
	7. Assam Surma	7.30	3.45	+ 3.85	37.34	38.98	- 4
	8. Do. Hills	5.26	3.70	+ 1.56	20.05	28.52	- 9
	9. Do. Brahmaputra	5.03	2.41	+ 2.62	23.34	21.18	+ 10
	10. Deltaic Bengal	3.82	1.30	+ 2.52	14.28	9.83	+ 45
	11. Central do.	2.04	1.21	+ 0.83	6.58	6.56	0
	12. North do.	2.73	3.23	- 0.50	12.78	12.86	- 1
	13. Bengal Hills	4.75	2.83	+ 1.92	21.33	15.44	+ 38
	14. Orissa	1.63	0.99	+ 0.64	9.18	5.44	+ 74
	15. Chota Nagpur	0.90	0.77	+ 0.13	4.95	3.81	+ 30
	16. South Bihar	0.28	0.52	- 0.24	2.08	1.91	+ 9
	17. North do.	1.22	0.62	+ 0.60	5.64	3.46	+ 63
NORTH-WESTERN PROVINCES AND ODH.	18. N.-W. P. East	0.43	0.07	+ 0.36	1.53	0.81	+ 89
	19. South Oudh	0.22	0.12	+ 0.10	1.34	0.93	+ 44
	20. North do.	0.42	0.20	+ 0.22	2.30	1.40	+ 64
	21. N.-W. P. Central	0.04	0.07	- 0.03	0.70	0.72	- 3
	22. Do. West	0.21	0.12	+ 0.09	1.08	1.03	+ 5
	23. Do. East Submontane	0.76	0.20	+ 0.56	2.94	1.48	+ 99
	24. Do. West do.	0.35	0.22	+ 0.13	1.77	2.06	- 14
	25. Do. Hills	0.52	0.51	+ 0.01	3.63	6.11	- 41
PUNJAB	26. South-East Punjab	0.07	0.13	- 0.06	0.59	1.26	- 53
	27. South do.	0.05	0.18	- 0.13	0.35	1.40	- 75
	28. Central do.	0.11	0.20	- 0.09	1.53	2.52	- 39
	29. Punjab Submontane	0.13	0.13	0	0.94	2.49	- 62
	30. Do. Hills	0.26	0.67	- 0.41	2.70	6.54	- 59
	31. North Punjab	0.08	0.37	- 0.29	2.69	5.08	- 47
	32. West do.	0	0.15	- 0.15	0.37	1.34	- 72
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	33. Malabar	3.33	3.45	- 0.12	16.31	10.58	+ 54
	34. Madras South-Central	0.82	1.34	- 0.52	0.17	7.02	+ 31
	35. Coorg	0.16	1.30	- 1.14	8.36	8.07	+ 4
	36. Mysore	0.39	0.98	- 0.59	6.92	4.41	+ 57
	37. Konkan	0.40	0.57	- 0.17	4.10	1.13	+ 263
	38. Bombay Deccan	0.62	0.51	+ 0.11	3.73	2.19	+ 70
	39. Hyderabad North	...	...	...	...	...	...
	40. Khandesh	0.38	0.40	- 0.02	1.63	0.89	+ 83
CENTRAL PROVINCES AND BERAR.	41. Berar	0	0.12	- 0.12	1.47	0.70	+ 110
	42. Central Provinces West	0.03	0.11	- 0.08	0.84	0.81	+ 4
	43. Do. do. Central	0.12	0.14	- 0.02	0.74	1.22	- 39
	44. Do. do. East	0.26	0.23	+ 0.03	2.45	2.00	+ 23
BOMBAY (NORTH)	45. Gujarat	0	0.08	- 0.08	0.11	0.17	- 35
	46. Kathiawar	0	0.08	- 0.08	0.09	0.38	- 76
	47. Sind	0	0.04	- 0.04	0.87	0.46	+ 80
	48. Baluchistan Hills	0	0.09	- 0.09	4.98	3.90	+ 28
RAJPUTANA AND CEN- TRAL INDIA.	49. Central India East	0.07	0.33	- 0.26	0.36	0.88	- 59
	50. Rajputana East, Central India West.	0.06	0.28	- 0.22	0.79	0.89	- 11
	51. West Rajputana	0	0.33	- 0.33	0	1.02	- 100
MADRAS	52. East Coast North	0.31	0.56	- 0.25	5.75	3.04	+ 89
	52-A. Do. do. (a)	0	0.93	- 0.93	6.60	4.80	+ 38
	53. Hyderabad South	0.31	0.58	- 0.27	1.98	2.50	- 21
	54. Madras Central	0.52	0.48	+ 0.04	3.53	2.25	+ 57
	55. East Coast Central	0.17	0.35	- 0.18	4.86	2.02	+ 141
	56. Do. South	0.53	0.91	- 0.38	7.12	3.82	+ 86
	57. Madras South	0.13	0.55	- 0.42	7.95	4.91	+ 62

W. L. DALLAS,

for Meteorological Reporter to the

Government of India.

M. FINUCANE,

Offg. Secretary to the Government of India.

SIMLA, 1st June, 1899.

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 27th May.*—There was seasonable rainfall on the West Coast and showers almost throughout the remainder of the Presidency during the week. The water-supply is normal. Ploughing in many parts and sowings on the West Coast have begun. The standing crops are in good condition. Pasture is scanty, but fodder is sufficient. Cattle are in normal condition. Prices are steady or slightly easier.

**Bombay.**—*For week ending 31st May.*—There was rain in twelve districts during the week, but the fall was generally light. Preparations for monsoon cultivation are progressing generally, and sowing in Kanara, Karachi, and Shikarpur. Fodder is sufficient, except in parts of Sind and Baroda territory. Agricultural stock is healthy. Prices have risen in eight and fallen in four districts; elsewhere they are stationary.

**Bengal.**—*For week ending 29th May.*—There was general rain during the week; the fall in some parts of Bengal Proper being heavy. Ploughing and early sowings are in active progress. Jute and autumn rice are already sown in many parts and are coming up well. Reports of sugarcane, indigo, and other crops in the ground are good. The price of common rice was practically stationary, the variations reported being slight and confined to a few districts only. The supply of fodder and water for cattle is everywhere sufficient, except in one thana in Manbhum. There was a tornado at Purnea on the 28th May which uprooted many trees and damaged a few public buildings and several private houses.

**North-Western Provinces and Oudh.**—*For week ending 31st May.*—The weather was generally showery during the week. The standing crops are thriving. Irrigation of extra crops, indigo, and sugarcane and the preparation of fields for the autumn sowings continue. Weeding of sugarcane and the harvesting of extra crops in parts are still in progress. Prospects are favourable; markets are well-stocked; fodder is sufficient. There are slight fluctuations in prices in a few districts, otherwise they are practically stationary.

**Punjab.**—*For week ending 31st May.*—Rain ranging from  $\frac{1}{10}$  of an inch to  $1\frac{3}{4}$  inches has fallen in Hissar, Umballa, Ferozepore, Sialkot, Rawalpindi, and Dera Ismail Khan. The spring crops are still being threshed and housed. The autumn crops are being sown in Mooltan, Umballa, and Peshawar and weeded and watered in Sialkot and Amritsar. Land is being prepared for sowings in Lahore and in parts of Umballa. Extra spring crops have been reaped in Hissar. The condition of extra spring crops is good in Umballa, Peshawar, and Sialkot; and fair in Delhi, Jullundur, Ferozepore, Lahore, and Dera Ismail Khan. The outturn is reported average in Hissar, Jullundur, Lahore, and Dera Ismail Khan. The condition of cattle is good in Umballa, Jullundur, Ferozepore, Amritsar, and Peshawar; fair in Sialkot; and poor in Hissar and in parts of Dera Ismail Khan. Fodder is scarce in Hissar, Delhi, Shahpur, and Dera Ismail Khan; and sufficient elsewhere. Prices—especially of wheat—have risen in Umballa, Amritsar, Rawalpindi, and Dera Ismail Khan; fallen in Jullundur, Lahore, and Sialkot; and remained unchanged elsewhere. Wheat is selling from  $17\frac{1}{8}$  to  $22\frac{1}{2}$ , gram  $19\frac{1}{2}$  to  $22\frac{1}{2}$ , maize 28 to 33, barley 32, bulrush-millet 18 to 27, great millet 24, and rice  $13\frac{1}{4}$  to  $14\frac{1}{2}$  seers per rupee.

**Central Provinces.**—*For week ending 30th May.*—The weather has been generally clouded and hot with strong winds. Slight showers of rain fell in eleven districts. In Saugor the labouring classes complain of want of work. 1,297 and 2,208 persons are in receipt of relief in the Saugor and Damoh districts, respectively. Insects are doing damage to sugarcane in the Multai tahsil of Betul. Preparation of land for the autumn sowings is in progress. Sowing has commenced in parts of Raipur and Sambalpur. Water is scarce in parts of Mandla, Chhindwara, Chanda Bhandara, and Nagpur. Fodder is scarce in parts of six districts and grain stocks are insufficient in the Hinganghat tahsil of Wardha. The price of wheat, gram, rice, and *juar* has fallen in some districts and has risen in others.

**Burma.**—*For week ending 27th May.*—In Lower Burma ploughing continues in Thongwa and Amherst and has commenced in Kyaukpyu, Pegu, Henzada, Myaungmya, and Tavoy. In Upper Burma reaping of dry weather



paddy has been completed in Thayetmyo and continues in Pakôkku, Bhamo, Katha, and the Upper Chindwin, and also in parts of Mandalay and Lower Chindwin; while sowing is finished in Minbu. Ploughing and sowing for wet weather paddy and miscellaneous crops are fairly general. Transplanting of early paddy progresses in Kyaukse, and the crop is being reaped in portions of Shwebo. Sowing of hill-side paddy continues for districts last reported. Ploughing for cotton, sessamum, and pulses continues in the Lower Chindwin and Meiktila. The condition of the standing crops is generally good in parts of Mandalay, Bhamo, Myitkyina, and Katha. Dry weather paddy has been considerably damaged by floods. The price of paddy has risen slightly in Rangoon, Amherst, Minbu, and Shwebo; and fallen a little in Prome, Thongwa, Myaungmya, and Thayetmyo; and largely in Thaton; elsewhere it is as before.

**Assam.**—*For week ending 30th May.*—The weather is seasonable. Sowing of early rice, planting of sugarcane, and plucking and manufacture of tea are in progress. Prospects of tea are generally good, but more sunshine is wanted in Sylhet. Land is being prepared for late rice. Reaping of low land transplanted rice is finished in Sylhet and the outturn is good. Prices—common rice—Silchar and Dhubri 16, Sylhet 21, Gauhati 17, Tezpur and Sibsagar 12, and Nowgong and Dibrugarh 14 seers per rupee.

**Mysore and Coorg.**—*For week ending 31st May.*—**MYSORE:** Rainfall—16 cents in the Civil and Military station and rain general and good in parts of the Kolar district. Prices have slightly risen in Kolar, Hassan, Chitaldrug, and Kadur and fallen in Tumkur. *Ragi (Eleusine coracana)* has been sown in Mysore, Hassan, and Kadur.

**COORG:** Rainfall—88 cents. Ploughing for rice and *ragi (Eleusine coracana)* continues. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 31st May.*—**BERAR:** The weather is hot and cloudy. Ploughing of fields is in progress. Fodder is insufficient in all districts, except Wun. Scarcity of water prevails in parts of the Province. Prices are stationary.

**HYDERABAD:** Rainfall during the week 11 cents. The autumn sowings have commenced in certain talukas of the Lingsagar and Nalgundah districts. In other parts the ground is being made ready for sowings. The winter rice harvest continues in parts. Water scarcity continues in some talukas. Prices of grain are stationary. Prices—wheat 10, coarse rice 10½, and *jowari* 25½ seers per current sicca rupee.

**Central India.**—*For week ending 31st May.*—Rain fell in parts of the Bhopal Agency during the week. Agricultural operations have been completed in Gwalior and Bundelkhand and are in progress elsewhere. Agricultural stock and pasturage are in good condition. Prices are above normal in Bundelkhand and normal elsewhere.

**Rajputana.**—*For week ending 31st May.*—Rainfall ranging from about half an inch to 6 cents fell at Bikanir, Bhurtapore, Kotah, Pertabgarh, and Haraoti. Agricultural operations are proceeding satisfactorily. Agricultural stock is in fair to good condition. Fodder scarcity prevails in the States reported last week. Prices are rising in two States; slightly rising in Ajmere and Ulwar; falling in Jeysulmere; and are steady elsewhere. Thirty-five persons emigrated from Ajmere and 15 from Merwara during the week. The total emigration from Merwara to date numbers—4,431. The numbers employed on relief works were—Ajmere 448, Merwara 5,081, and Marwar 950. There are also 311 persons on ordinary works and 208 on gratuitous relief in Ajmere-Merwara. Prices—Ajmere 19, Beawar 19, and Marwar 15 seers per rupee.

**Kashmir.**—*For week ending 30th May.*—The weather is cloudy. Rain fell once during the week. Prospects of the spring crops are excellent. Prices continue below normal. Rice—27 seers per rupee.

**JAMMU PROVINCE.**—*For week ending 31st May.*—No rain during the week. Prices are generally stationary. Wheat is selling from 16 to 19 and maize 25 to 29 seers per rupee. The spring crops are being threshed and housed. The condition of the standing crops is fair. Sowings for the autumn crops are still going on. Fodder is sufficient.

**Nepal.**—*For week ending 27th May.*—Rainfall—1·09 inch. The weather is showery. The sowing of upland rice and indian-corn has been completed. The wheat crop is doing well. Rice—9½ seers per rupee.

M. FINUCANE,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

No. 21.

• *Extract from the Proceedings of the Government of India, Department of Revenue and Agriculture (Inventions and Designs),—dated Simla, the 30th May, 1899.*

Read—

The appended Report by the Secretary under the Inventions and Designs Act V of 1888 on the working of his office during the calendar year 1898.

RESOLUTION.

Ordered that the report be published for general information in the supplement to the *Gazette of India*, and forwarded to the Legislative Department, and to all Local Governments and Administrations.

[True Extract.]

M. FINUCANE,

*Offg. Secretary to the Government of India.*



No. 1557 P.

FROM

S. C. HILL, Esq.,

*Offg. Secretary under the Inventions and Designs Act,*

TO

THE SECRETARY TO THE GOVERNMENT OF INDIA,  
DEPARTMENT OF REVENUE AND AGRICULTURE.Dept. of Rev. & Agri.  
Inventions & Designs.*Calcutta, the 18th May, 1899.*

SIR,

I have the honour to submit, for the information of the Government of India, the following summary of proceedings in 1898 under the Inventions and Designs Act of 1888.

2. During the year under report Mr. A. T. Pringle continued to officiate in the office of Secretary under the Act until the 21st October 1898 when Mr. G. W. Forrest, the permanent incumbent, returned from furlough and resumed charge of his duties.

3. It is satisfactory to note that the applications for exclusive privileges showed a marked increase having numbered four hundred and eighty-one as against four hundred and fifty-one in the previous year and four hundred and sixty in 1896. Of these one hundred and seventy-one related to inventions by persons resident in British India (forty-five being inventions by natives of the country). There was an increase of two in the class last named and a fair increase also in the number of applications received from Europe, Australia and America—three hundred and ten as against two hundred and ninety-four in the previous year. Thirty-one related to bicycles and similar vehicles, twenty-eight to railways, nineteen to linotype machinery, sixteen to the treatment of fibres, as many to lamps and burners, eleven to punkahs, and ten to the tea-trade.

4. Eighty-three applications of 1897 were pending on the first day of the year. Of these five were abandoned, as many rejected, and leave to file specifications was accorded in the case of the remainder.

With regard to the applications of the year under report, leave was granted in three hundred and seventy-four instances, thirteen applications were rejected, twelve were treated as abandoned, and eighty-two—of which twenty-five were in the hands of experts—were pending on the 31st December 1898.

5. The references to paid and departmental experts fell from ninety-four in 1897 to sixty-six in the year under report. Fees were required in ten cases.

6. Four hundred and nine specifications, or seventeen more than in the previous year, were filed.

7. Three hundred and eight exclusive privileges were kept alive by payment of the prescribed fees as against two hundred and fifty-one in 1897, and two hundred and thirty-six in 1896.

8. Two hundred and fifty-eight privileges ceased during the year.
9. The applications for registering copyright in designs declined from nineteen to sixteen. Of these eight were rejected, one was abandoned and one was pending at the end of the year.
10. The gross revenue rose from Rs1,032 to Rs36,303. This sum was principally derived from fees paid for the continuance of privileges and for filing specifications.
11. During the year under report, eleven models were deposited in the Museum.
12. The usual statistics are appended.

I have the honour to be,

SIR,

Your most obedient Servant,

S. C. HILL,

*Offg. Secretary under the Inventions and Designs Act.*



*Statement showing the proceedings under the Inventions and Designs Act of 1888 during the year 1898 as compared with the years 1897 and 1896.*

	1898.	1897.	1896.
<i>I.—Applications under Part I of the Act for leave to file a specification.</i>			
Number of applications received . . . . .	481	451	460
(a) Granted . . . . .	374	349	308
(b) Rejected . . . . .	13	18	21
(c) Pending . . . . .	82	83	119
(d) Abandoned . . . . .	12	1	12
<i>II.—Applications from residents in India and from other persons.</i>			
Number of applications from residents in India . . . .	171	157	173
(a) Natives of India . . . . .	45	43	49
(b) Anglo-Indians . . . . .	126	114	124
Number of applications from other persons . . . . .	310	294	287
<i>III.—Reference to experts.</i>			
Number of applications referred to experts . . . . .	66	94	107
(a) On payment of fees . . . . .	10	15	22
(b) Without payment of fee . . . . .	56	79	85
<i>IV.—Specifications.</i>			
Number of specifications filed . . . . .	409	392	312
<i>V.—Applications under Part II for copyright in a design.</i>			
Number of applications for the registration of designs .	16	19	27
" designs registered . . . . .	6	12	13
" " rejected . . . . .	8	5	10
" " pending . . . . .	1	1	3
" " abandoned . . . . .	1	1	1
<i>VI.—Cases involving points of law.</i>			
Number of cases referred to law officers . . . . .	1	5	...
<i>VII.—Privileges kept alive by payment of the prescribed fees.</i>			
Number of cases in which exclusive privilege was kept alive . . . . .	308	251	236
(a) Under clause 4 (a) of the fourth schedule . . .	102	71	92
(b) For the fifth year . . . . .	52	56	60
(c) " sixth " . . . . .	48	42	32
(d) " seventh " . . . . .	39	35	38
(e) " eighth " . . . . .	28	37	14
(f) " ninth " . . . . .	32	10	...
(g) " tenth " . . . . .	7	...	...
<i>VIII.—Applications for extension of privileges.</i>			
Number of applications received . . . . .	...	2	1
Number of applications granted . . . . .	...	1	1
<i>IX.—Privileges lapsed.</i>			
Number of cases in which exclusive privileges ceased through non-payment of . . . . .	258	223	226
(a) The fee prescribed in clause 4 (a) of the fourth schedule . . . . .	205	174	201
(b) The fifth year's renewal fee . . . . .	22	34	11
(c) The sixth " " . . . . .	14	9	9
(d) The seventh " " . . . . .	7	4	5
(e) The eighth " " . . . . .	1	2	...
(f) The ninth " " . . . . .	9	...	...

*Statement showing the proceedings under the Inventions and Designs Act of 1888 during the year 1898 as compared with the years 1897 and 1896—continued.*

	1898.	1897.	1896.
	<i>R a. p.</i>	<i>R a. p.</i>	<i>R a. p.</i>
<i>X.—Income from fees.</i>			
Applications under sections 5 and 15 . . . . .	4,820 0 0	4,700 0 0	4,650 0 0
Specifications . . . . .	12,300 0 0	11,760 0 0	9,360 0 0
Extension of time . . . . .	590 0 0	640 0 0	510 0 0
Continuance of exclusive privilege . . . . .	17,400 0 0	13,050 0 0	11,950 0 0
Application under section 51 . . . . .	160 0 0	190 0 0	270 0 0
Inspection . . . . .	79 0 0	80 0 0	117 0 0
Copying . . . . .	662 1 0	302 10 0	482 15 0
Drawings . . . . .	272 8 0	199 8 0	275 8 0
Amendment of specifications . . . . .	20 0 0	60 0 0	20 0 0
Petition under section 43 . . . . .	...	50 0 0	...
Total . . . . .	36,303 9 0	31,032 2 0	27,635 7 0
Refunds . . . . .	140 0 0	135 0 0	174 2 0
Net total income . . . . .	36,163 9 0	30,897 2 0	27,461 5 0



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 21ST MAY 1898, AND FROM 1ST JANUARY TO 20TH MAY 1899.

N.B.—As regards the figures in column Total earnings from 1st January 1899, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile during the 1st half of 1898.	WEEK ENDING 21ST MAY 1898.				WEEK ENDING 20TH MAY 1899.				Earnings from 1st January to 21st May 1898.	Earnings from 1st January to 20th May 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.													
Standard gauge—	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
East Indian	694	1,740	13,62,176	783	1,747	12,60,000	721	2,53,77,237	2,53,01,000	...	76,237	...	14,265
Bengal Central	162	125	14,001	112	125	14,100	113	4,19,565	4,05,000	...	14,565	...	...
Bengal-Nagpur	181	862	1,79,758	209	1,186	1,65,000	189	34,05,433	37,70,000	3,64,567	...	...	...
Indian Midland (including Bhopal-Itarsi)	171	800	1,88,962	236	868	1,68,000	194	27,71,646	29,86,000	2,14,354	...	...	...
Bezawda extn. (East Coast State)	191	21	4,606	219	21	2,900	138	89,228	63,900	25,328	...	...	...
Washermenpet-Ennūr sec. (Bez.-Mad.)	119	9	1,016	113	9	1,000	111	20,793	31,000	10,207	...	...	...
Metre gauge—													
Rajputana-Malwa (inclgd. G.-R.-Nāgdā)	264	1,815	6,12,406	337	1,815	4,67,000	257	91,10,623	97,99,000	6,88,377	...	...	...
Pālanpur-Deesa	44	17	660	39	17	700	41	12,394	14,400	2,006	...	...	...
South Indian	161	1,042	1,70,540	164	1,023	1,66,000	163	32,20,741	31,40,000	80,741	...	...	...
Māyavaram-Mutpet	88	54	4,969	92	54	5,600	104	90,993	87,200	3,793	...	...	...
Southern Mahratta (inclgd. G.-M. Fron. sec.)	103	1,165	1,31,549	113	1,165	1,32,000	113	23,77,273	23,06,000	71,273	...	...	...
Mysore section (Southern Mahratta)	107	296	31,075	105	296	23,600	80	6,40,454	3,77,000	2,63,454	...	...	...
Bengal and North-Western system	162	854	1,59,533	187	1,082	1,93,000	178	28,44,199	31,54,000	3,09,801	...	...	...
Lucknow-Bareilly	106	231	26,125	113	231	26,000	113	4,61,947	4,99,000	37,053	...	...	...
Assam-Bengal	90	286	25,088	88	434	27,700	64	5,16,259	6,55,000	1,38,741	...	...	...
Burma	223	936	1,72,092	184	936	1,62,000	173	42,80,652	37,86,000	4,94,652	...	...	...
TOTAL	266	10,253	30,84,556	301	11,009	28,14,660	256	5,56,39,437	5,63,74,500	7,35,063	...	...	...
State lines worked by the State.													
Standard gauge—													
North Western (a)	287	2,886	10,52,390	365	2,962	6,96,000	235	1,62,18,225	1,34,07,000	28,11,225	...	...	...
Oudh and Rohilkhand (inclgd. m. g. link)	217	1,013	2,12,635	210	1,013	2,46,000	243	40,19,656	43,57,000	3,37,344	...	...	...
Eastern Bengal (inclgd. metre & 2' 6")	319	818	2,00,426	245	834	2,07,000	248	54,71,320	48,15,000	6,56,320	...	...	...
East Coast (b)	116	536	55,100	103	795	85,200	107	12,69,370	16,48,000	3,78,630	...	...	...
Special gauges—													
Jorhāt	66	25	1,148	46	25	1,300	52	37,241	33,200	4,041	...	...	...
Cherra-Companyganj	20	...	...	...	...	(c)	...	(d) 424	(e) 6,400	5,976	...	...	...
TOTAL	261	5,278	15,21,699	288	5,629	12,35,500	219	2,70,16,236	2,42,66,600	27,49,636	...	...	...
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	514	1,491	9,25,463	621	1,491	6,58,000	441	1,60,47,466	1,65,45,000	4,97,534	...	...	...
Bombay, Baroda and Central India	775	461	5,04,094	1,093	461	3,89,000	844	66,58,449	69,05,000	2,46,551	...	...	...
Madras	258	840	2,15,677	257	843	1,87,000	222	43,13,672	36,41,000	6,72,672	...	...	...
TOTAL	480	2,792	16,45,234	589	2,795	12,34,000	442	2,70,19,487	2,70,91,000	71,513	...	...	...
TOTAL (GUARANTEED AND STATE)	297	18,323	62,51,489	341	19,433	52,84,100	272	10,96,75,160	10,77,32,100	19,43,060	...	...	...
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	217	162	33,518	207	162	27,500	170	7,33,315	5,47,000	1,86,315	...	...	...
Tarkessur	320	22	4,836	220	22	4,600	209	1,55,211	1,39,000	16,211	...	...	...
Southern Punjab (Delhi-Samāṣata)	75	400	62,421	156	423	38,600	91	4,80,850	5,17,000	36,150	...	...	...
Tāpti Valley	...	...	...	...	36	2,600	72	...	37,900	37,900	...	...	...
Metre gauge—													
Brahmaputra-Sultanpur	...	...	...	...	25	700	28	...	(f) 5,900	5,900	...	...	...
Mymensingh-Jamalpur-Jagannathganj	...	...	...	...	33	1,200	36	...	25,000	25,000	...	...	...
Rohilkund and Kumaon (Co.'s sec.)	137	66	9,931	150	66	8,000	121	1,72,453	1,80,000	7,547	...	...	...
Segowlie-Raxaul	...	...	...	...	18	800	44	...	(g) 6,500	6,500	...	...	...
Bengal Doonars	166	36	3,212	89	36	2,700	75	66,065	57,600	8,465	...	...	...
Dibrū-Sadiya	200	78	15,908	204	78	16,200	208	3,19,015	3,52,000	32,985	...	...	...
Ahmedabad-Parāntij	59	55	4,774	87	55	3,800	69	61,624	70,600	8,976	...	...	...
Special gauges—													
Darjeeling-Himalayan	266	51	16,069	315	51	16,000	314	2,69,433	2,55,000	14,433	...	...	...
Bāri	156	21	3,510	167	21	3,700	176	71,473	77,300	5,827	...	...	...
TOTAL	135	891	1,54,179	173	1,026	1,26,400	123	23,29,439	22,70,800	58,639	...	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonā	31	74	2,714	37	137	7,100	52	42,612	97,100	54,488	...	...	...
Bhopal-Ujjain	76	114	10,112	89	114	11,600	102	1,73,516	2,12,000	38,484	...	...	...
Nāgdā-Ujjain	86	35	3,224	92	34	3,100	91	55,862	49,800	6,062	...	...	...
The Nizam's guaranteed state	235	334	82,330	247	334	73,600	220	15,82,179	15,11,000	71,179	...	...	...
The Gaekwar's Petlād	70	13	988	76	13	1,100	85	13,669	20,000	6,331	...	...	...
Rājputra-Bhātinda	140	108	22,165	205	108	22,000	204	2,86,745	2,33,000	53,745	...	...	...
Kolar Gold-fields	408	10	4,305	431	10	3,100	310	79,985	59,400	20,585	...	...	...
Metre gauge—													
Yesvantpur-Mysore Fron. sec. (inclgd. M.-Nanjangud)	71	66	5,093	77	66	4,100	62	91,482	60,700	30,782	...	...	...
The Gaekwar's Mehsāna	81	93	8,522	92	93	8,100	87	1,33,786	1,38,000	4,214	...	...	...
Kolhāpur	55	29	1,983	68	29	2,100	72	30,999	43,100	12,101	...	...	...
Special gauges—													
The Gaekwar's Dabhoi	58	79	6,311	80	79	7,200	91	82,759	80,400	2,359	...	...	...
Rajpipla	13	19	162	9	24	1,100	46	5,755	15,400	11,645	...	...	...
Cooch Behar	63	22	1,209	55	34	1,700	50	29,789	27,800	1,989	...	...	...
TOTAL	133	996	1,49,127	150	1,075	1,45,900	136	26,12,133	25,56,700	55,433	...	...	...
Lines owned & worked by n. states.													
Metre gauge—													
Bhāvnagar-Gondal-Junāgd-Porbandar	126	334	61,870	185	334	37,800	113	8,17,529	8,15,000	2,529	...	...	...
Jetalsar Rājkot	80	46	4,541	99	46	3,400	74	73,595	80,800	7,205	...	...	...
Jāmnagar	38	54	2,594	48	54	2,500	46	40,453	45,200	4,747	...	...	...
Dhrangadrī	...	...	...	...	21	1,700	81	...	29,700	29,700	...	...	...
Jodhpore-Bikaner	66	364	22,827	63	458	33,700	74	4,83,243	7,49,000	2,64,757	...	...	...
Oodypore-Chitor	42	60	3,164	53	61	3,700	61	47,174	64,800	17,626	...	...	...
Special gauges—													
Morvi	82	94	9,924	106	94	8,600	91	1,36,279	1,67,000	30,721	...	...	...
TOTAL	86	952	1,04,920	110	1,068	91,400	86	15,98,273	19,50,500	3,52,227	...	...	...
GRAND TOTAL	273	21,162	66,59,715	315	22,602	56,47,800	250	11,62,15,010	11,45,10,100	17,04,910	...	...	...

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rys.

(b) Includes Bezawada-Madras ry.

(c) Closed for traffic.

(d) From 9th to 31st March 1898.

(e) From 1st January to 31st March 1899.

(f) From 1st April to 20th May 1899.

(g) From 1st March to 20th May 1899.

W. J. McELHINNY, Captain, R.E.,  
Offy. Under Secy. to the Govt. of India.

SIMLA, the 1st June, 1899.

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. VII of 1892-1900.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total earnings from 1st April 1899, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98	WEEK ENDING 21ST MAY 1898.				WEEK ENDING 20TH MAY 1899.				Earnings from 1st April to 21st May 1898.	Earnings from 1st April to 20th May 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Standard gauge—													
East Indian	654	1,740	13,62,176	783	1,747	12,60,000	721	95,06,072	91,25,000	...	3,81,072		
Bengal Central	183	125	14,001	112	125	14,100	113	1,37,251	1,25,000	...	12,251		
Bengal Nagpur	139	862	1,79,758	209	1,186	1,65,000	139	14,17,938	12,42,000	...	1,75,938		
Indian Midland (incldg. Bhopal-Itarsi)	155	800	1,88,962	236	868	1,68,000	194	11,09,996	11,51,000	41,004	...		
Bozwa extn. (East Coast State)	155	21	4,606	219	21	2,900	138	35,624	24,700	...	10,924		
Washermenpet-Ennur sec. (Bez.-Mad.)	135	9	1,016	113	9	1,000	111	7,260	12,900	5,640	...		
Metre gauge—													
Rajputana-Malwa (incldg. G.-R.-Nagda)	210	1,815	6,12,406	337	1,815	4,67,000	257	37,35,587	33,84,000	...	3,51,587		
Palanpur-Deesa	44	17	660	39	17	700	41	5,166	5,100	...	66		
South Indian	166	1,042	1,70,540	164	1,023	1,66,000	162	12,32,966	11,75,000	...	57,966		
Mayavaram-Mutpet	92	54	4,969	92	54	5,600	104	36,434	33,200	...	3,234		
Southern Mahratta (incldg. G.-M. Fron. sec.)	113	1,165	1,31,549	113	1,165	1,32,000	113	9,93,782	9,23,000	...	70,782		
Mysore section (Southern Mahratta)	123	296	31,075	105	296	23,600	80	2,31,504	1,51,000	...	80,604		
Bengal and North-Western system	147	854	1,59,533	187	1,082	1,93,000	178	11,15,357	13,39,000	2,23,643	...		
Lucknow-Bareilly	81	231	26,125	113	231	26,000	113	1,81,695	1,90,000	8,305	...		
Assam-Bengal	73	286	25,088	88	434	27,700	64	1,82,139	2,08,000	25,861	...		
Burma	186	936	1,72,092	184	936	1,62,000	173	13,48,722	11,83,000	...	1,65,722		
TOTAL	243	10,253	30,84,556	301	11,009	28,14,600	256	2,12,77,793	2,02,71,900	...	10,05,893		
State lines worked by the State.													
Standard gauge—													
North Western (a)	236	2,886	10,52,390	365	2,962	6,96,000	235	60,28,480	48,64,000	...	11,64,480		
Oudh and Rohilkhand (incldg. m. g. link)	195	1,013	2,12,635	210	1,013	2,46,000	243	16,24,007	17,51,000	1,26,993	...		
Eastern Bengal (incldg. metre & 2' 6")	362	818	2,00,426	245	834	2,07,000	248	16,94,816	16,34,000	...	60,816		
East Coast (b)	106	536	55,100	103	795	85,200	107	4,50,275	6,45,000	1,94,725	...		
Metre gauge—													
Jorhat	69	25	1,148	46	25	1,300	52	11,757	10,300	...	1,457		
Cherra-Companyganj	44	...	...	...	...	(c)	...	...	(c)	...	...		
TOTAL	235	5,278	15,21,699	288	5,629	12,35,500	219	98,09,335	89,04,300	...	9,05,035		
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	381	1,491	9,25,463	621	1,491	6,58,000	441	66,71,381	51,80,000	...	14,91,381		
Bombay, Baroda and Central India	580	461	5,04,094	1,093	461	3,89,000	844	32,85,731	27,56,000	...	5,29,731		
Madras	261	840	2,15,677	257	843	1,87,000	222	16,00,029	13,30,000	...	2,70,029		
TOTAL	379	2,792	16,45,234	589	2,795	12,34,000	442	1,15,57,141	92,66,000	...	22,91,141		
TOTAL (GUARANTEED AND STATE)	202	18,323	62,51,489	341	19,433	52,84,100	272	4,26,44,269	3,84,42,200	...	42,02,069		
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	207	162	33,518	207	162	27,500	170	2,31,892	2,04,000	...	27,892		
Tarkessur	278	22	4,836	220	22	4,600	209	61,847	53,500	...	8,347		
Southern Punjab (Delhi-Samastota)	42	400	62,421	156	423	38,600	91	2,51,234	2,17,000	...	34,234		
Tapti Valley	...	...	...	...	36	2,600	72	...	15,600	15,600	...		
Metre gauge—													
Brahmaputra-Sultanpur	...	...	...	...	25	700	28	...	5,900	5,900	...		
Mymensingh-Jamalpur-Jagannathganj	...	...	...	...	33	1,200	36	...	8,400	8,400	...		
Rohilkhand and Kumaon (Co.'s sec.)	121	66	9,931	150	66	8,000	121	79,430	65,600	...	13,830		
Sogawlie-Raxaul	...	...	...	...	18	800	44	...	4,500	4,500	...		
Bengal Dooars	149	36	3,212	89	36	2,700	75	20,799	19,300	...	1,499		
Dibrui-Sadiya	198	78	15,908	204	78	16,200	208	1,19,156	1,21,000	1,844	...		
Ahmedabad-Parantij	45	55	4,774	87	55	3,800	69	31,876	26,800	...	5,076		
Metre gauge—													
Darjeeling-Himalayan	274	51	16,069	315	51	16,000	314	1,27,664	1,10,000	...	17,664		
Barsi	125	21	3,510	167	21	3,700	176	27,841	24,400	...	3,441		
TOTAL	147	891	1,54,179	173	1,026	1,26,400	123	9,51,739	8,76,000	...	75,739		
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonna	26	74	2,714	37	137	7,100	52	17,666	34,300	16,631	...		
Bhopal-Ujjain	61	114	10,112	89	114	11,600	102	67,689	80,400	12,711	...		
Nagda-Ujjain	60	35	3,224	92	34	3,100	91	24,383	20,300	...	4,083		
The Nizam's Guaranteed State	211	334	82,339	247	334	78,600	220	6,24,596	5,18,000	...	1,06,596		
The Gaekwar's Petlad	84	13	988	76	13	1,100	85	7,768	8,500	732	...		
Rajpura-Bhatinda	122	108	22,165	205	108	22,000	204	1,02,019	94,600	...	7,419		
Kolar Gold-fields	402	10	4,305	431	10	3,100	310	27,865	18,400	...	9,465		
Metre gauge—													
Yessantpur-Mysore Fron. sec. (incldg. M.-Nanjangad)	84	66	5,093	77	66	4,100	62	35,538	25,200	...	10,338		
The Gaekwar's Mehsana	71	93	8,522	92	93	8,100	87	59,600	51,000	...	8,600		
Kolhapur	57	29	1,983	68	29	2,100	72	13,089	15,200	2,101	...		
Metre gauge—													
The Gaekwar's Dabhoi	51	79	6,311	80	79	7,200	91	38,261	38,700	439	...		
Rajpura	11	19	162	9	24	1,100	46	1,516	6,300	4,784	...		
Cooch Behar	54	22	1,209	55	34	1,700	50	10,049	11,900	1,851	...		
TOTAL	120	996	1,43,127	150	1,075	1,45,900	136	10,30,082	9,22,800	...	1,07,282		
Lines owned & worked by n. states.													
Metre gauge—													
Bhavnagar-Gondal-Junagad-Portbandar	97	334	61,870	185	334	37,800	113	4,06,784	2,96,000	...	1,10,784		
Jetalsar-Rajkot	82	46	4,541	99	46	3,400	74	31,067	29,500	...	1,567		
Jamnagar	38	54	2,594	48	54	2,500	46	19,182	17,300	...	1,882		
Dhrangadra	...	...	...	...	21	1,700	81	...	11,600	11,600	...		
Jodhpore-Bikaner	62	364	22,827	63	458	33,700	74	1,84,761	2,58,000	73,239	...		
Odeypore-Chitor	38	60	3,164	53	61	3,700	61	20,899	23,100	2,201	...		
Metre gauge—													
Morvi	83	94	9,924	106	94	8,600	91	63,442	63,800	358	...		
TOTAL	75	952	1,04,920	110	1,068	91,400	86	7,26,135	6,99,300	...	26,835		
GRAND TOTAL	243	21,162	66,59,715	315	22,602	56,47,800	250	4,53,52,225	4,09,40,300	...	44,11,925		

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rys.  
(b) Includes Bozwa-Madras ry.

(c) Closed for traffic.

W. J. McELHINNY, Captain, R.E.,  
Offg. Under Secy. to the Govt. of India.

SIMLA, the 1st June, 1899.



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SUPPLEMENT TO  
**The Gazette of India.**

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No. 23.} CALCUTTA, SATURDAY, JUNE 10, 1899.

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**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

*Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The SUPPLEMENT and PART VI of the GAZETTE can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

*No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.*

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GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.  
MISCELLANEOUS.

REVIEW OF THE REVENUE AND EXPENDITURE RECORDED UNDER THE HEADS "CIVIL WORKS", "FAMINE RELIEF" AND "MISCELLANEOUS PUBLIC IMPROVEMENTS" IN THE ACCOUNTS OF THE GOVERNMENT OF INDIA FOR THE OFFICIAL YEAR 1897-98.

No. 506 C. W.—M., dated Simla, the 1st June 1899.

RESOLUTION—By the Government of India, Public Works Department.

READ—

Note by A. R. Becher, Esq., Accountant General, Public Works Department, upon the accounts of Revenue and Expenditure recorded under the heads "Civil Works", "Famine Relief" and "Miscellaneous Public Improvements" in the accounts of the Government of India for 1897-98.

RESOLUTION.—The total revenue derived from these works in 1897-98 amounted to Rx. 615,262 as compared with Rx. 634,946 in 1896-97 and

A



Rx. 664,133 in 1895-96, the average for the five past years being Rx. 633,655. The falling off was mainly under the heads "Ferry receipts" and "Tolls on roads." The former of these heads accounts for half of the total receipts, the amount collected under it being Rx. 306,993 against Rx. 311,709 in the previous year. Road tolls produced a revenue of Rx. 82,711 as compared with Rx. 103,656, in the previous year, the decrease of 20 per cent. being attributed to the effect of the plague in Bombay and the famine in other provinces. The receipts credited under "Rents of buildings" increased, on the other hand, from Rx. 57,507 in 1896-97 to Rx. 64,814 in the year under review.

2. The net return on the capital cost of buildings for which rent is charged was 1.77 per cent. as compared with 1.56 last year. The value of these buildings was higher in Burma than in any other province and the return yielded on them was 3 per cent. A return of over 2½ per cent. was obtained in Madras and Central India, while over 2 per cent. was returned in Bombay, the Punjab and the North-Western Provinces. In Bengal, on the other hand, the cost of repairs exceeded the rents realized by Rx. 1,008, or 16 per cent., while in Assam the cost of repairs was nearly 80 per cent. in excess of the rents.

The accounts furnish no explanation of these unsatisfactory results, but it would appear from paragraph 1 (4) of the Accountant General's note that they were due in no small degree to the disastrous earthquake of June 1897 which destroyed a large number of the buildings in Assam and damaged many of those in Bengal so seriously as to render them uninhabitable until they could be renovated. The consequence was a very large increase in the cost of repairs accompanied by a large loss of revenue, as rents could not be assessed from tenants who were forced to vacate their houses. The introduction of revised rules in connection with these buildings, which are now under consideration, will, it is hoped, remove many unsatisfactory features in the annual returns of Government rentable buildings.

3. The total expenditure on "45—Civil Works" during the year was Rx. 4,482,024 as compared with Rx. 4,868,721 in 1896-97. Excluding expenditure under Excluded Local Funds and Contributions, the actuals, compared with those of last year and with the average of the last five years, were as follows:—

	1897-98.	1896-97.	Average of five years ending 1896-97.
	Rx.	Rx.	Rx.
Imperial . . . . .	428,523	809,383	767,550
Provincial . . . . .	2,258,018	2,131,781	2,093,035
Local . . . . .	1,564,010	1,685,125	1,710,717
TOTAL . . . . .	4,250,551	4,626,289	4,571,303

These figures show that there was a great reduction in the expenditure under Imperial and a slight reduction under Local, while under Provincial the outlay exceeded that of last year by Rx. 126,237 and the average by Rx. 164,982.

Of the total outlay on new works the expenditure on buildings was Rx. 724,262 against Rx. 961,520 last year and on roads Rx. 473,763 against Rx. 590,330 in 1896-97.

4. The expenditure on famine relief works amounted to Rx. 3,356,290, of which Rx. 407,011 were spent on Railway and Irrigation Works, while the balance was distributed as follows :—

	Imperial.	Provincial.	Local.	Excluded Local.	TOTAL.
	Rx.	Rx.	Rx.	Rx.	Rx.
Communications . . . . .	2,101,207	3,751	22	...	2,104,980
Miscellaneous Public Improvements . . . . .	777,274	48,423	2,738	3,923	832,358
Civil Buildings . . . . .	11,899	42	...	...	11,941
TOTAL . . . . .	2,890,380	52,216	2,760	3,923	2,949,279

5. The percentage of establishment charges on the outlay on works and repairs by Public Works officers rose from 28·18 in 1896-97 to 31·23 in the year under review. While the total expenditure on works and repairs, omitting Excluded Local Funds and contributions, was less than in the previous year by Rx. 219,841, the establishment charges increased by Rx. 5,356. The provinces in which the increase is most noticeable are Madras, Bombay, North-Western Provinces and Oudh and Central Provinces, the percentage in Madras having risen from 27·36 to 47·59. The increase was due to increased expenditure on establishment required for famine relief works and to the restriction of expenditure on Civil Works in order to provide funds for relief works.

The Government of India observe with satisfaction that the income derived from the Royal Indian Engineering College at Cooper's Hill exceeded the cost of upkeep by £2,754.

The Governments of Madras and Bombay (General), Bengal, the North-Western Provinces and Oudh, the Punjab, and Burma.  
The Chief Commissioners of the Central Provinces, Assam, and Coorg.  
The Resident at Hyderabad.  
The Agents to the Governor General for Central India, Rajputana, and Baluchistan.  
The Superintendent of Port Blair and Chief Commissioner, Andaman and Nicobar Islands.  
The Accountant General, Public Works Department.  
The Director General of Military Works.

ORDER.—Ordered that the foregoing, with a copy of the note, be forwarded to the Local Governments, Administrations and officers noted in the margin for information.

Ordered, also, that a copy of the Resolution and that the papers be published

note be forwarded to the Finance Department, and in the Supplement to the *Gazette of India*.

T. HIGHAM,

*Joint Secretary to the Government of India.*

*Documents accompanying.*

Note by Accountant General, Public Works Department, with accompaniment.



Accompaniment to P. W. D. No. 506 C. W. M., dated 1st June 1899.

**Note by A. R. Becher, Esq., Accountant General, Public Works Department, upon the accounts of Revenue and Expenditure recorded under the heads "XXXII and 45.—Civil Works," "33.—Famine Relief Works," and "50.—Miscellaneous Public Improvements" in the accounts of the Government of India for 1897-98.**

*General.*

The amount of Revenue and Expenditure exhibited in these accounts and reviewed in the following paragraphs is :—

	33.—Famine Relief Works.	45.—Civil Works.	50.—Miscellaneous Public Improvements.	TOTAL.
	Rx.	Rx.	Rx.	Rx.
Revenue . . .	...	615,262	...	615,262
Expenditure . .	3,356,290 *	4,482,024 †	4,105	7,842,419

There were four main causes that affected the transactions under review : (1) Famine, (2) Restriction of expenditure, (3) Plague, and (4) Earthquake. Famine and the restriction of expenditure affected nearly every province in India. Plague only directly affected Bombay. Earthquake caused damage to buildings and roads in Assam and Bengal only. The effects are stated in some detail in the following paragraphs :—

(1) *Famine.*—The provinces in which the famine was most acutely felt were the Central Provinces, the North-Western Provinces and Oudh, Madras, and Bombay; the expenditure on relief operations during the year in these four provinces amounted to about Rx. 917,000, 727,000, 658,000 and 713,000, respectively, or a total of Rx. 3,015,000 as compared with an expenditure of Rx. 3,352,000 for the whole of India.

(2) *Restriction of expenditure.*—This lasted till the 31st December 1897, and was necessitated by the depletion of Treasury balances consequent on the unusually heavy demands on Government for the relief of distress caused by the famine. After the withdrawal of the restriction, Government regranted in some instances the funds previously withdrawn or withheld; but it was found impracticable to spend in three months a sum of money which should have spread over nine months.

(3) *Plague.*—This, as has been stated, only directly affected Bombay; but there is little doubt that the dislocation of business caused thereby in so important a seaport town must have told, to some extent, on other provinces, particularly those bordering on Bombay. In Bombay itself, business was almost entirely paralysed; and this led to a great falling-off in revenue under "Tolls on roads" and "Ferry receipts," and to a great scarcity of labour and materials required for use on works.

(4) *Earthquake.*—The only provinces directly affected by this calamity were Assam and Bengal, particularly the former. The greater part of the damage was due to the first and severest shock, which occurred on the 12th June 1897. The expenditure in making good the damages during the year amounted to Rx. 146,300, of which Rx. 107,800 was incurred in Assam † and Rx. 38,400 in Bengal.

**REVENUE.**

1. The *Revenue* credited in the accounts of the Government of India for 1897-98 under the head "XXXII.—Civil Works," which amounted to Rx. 615,262, was brought to account as follows :—

	Rx.
	166,142 by Public Works Officers in India.
	403,929 by Officers of other Departments in India.
	45,191 in England.
<b>TOTAL . .</b>	<b>615,262</b>

\* Includes outlay from Excluded Local Funds, amounting to Rx. 8,923.

† Includes outlay from Excluded Local Funds, Contributions, and Local Loans, amounting to Rx. 231,473.

‡ In Assam the figures are approximate.

## 2. The principal heads are detailed in the table below :—

SOURCES OF REVENUE.	COLLECTIONS.								
	By PUBLIC WORKS OFFICERS.				By OFFICERS OF OTHER DEPARTMENTS.				GRAND TOTAL.
	Imperial.	Provincial.	Local.	Total.	Imperial.	Provincial.	Local.	Total.	
<i>India.</i>	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Rents of buildings . . . .	9,481	46,857	376	56,714	...	3,234	4,866	8,100	64,814
Sales of " . . . .	...	8,227	5	8,232	...	4,876	1,091	5,967	14,199
Fines, Refunds and Miscellaneous	203	21,913	147	22,262	563	6,208	11,101	17,872	40,134
Ferry receipts . . . .	...	6,705	...	6,705	...	98,406	201,882	300,288	306,993
Tolls on roads . . . .	...	44,698	...	44,698	...	8,204	29,809	38,013	82,711
Other items . . . .	194	25,583	1,754	27,531	...	3,651	30,038	33,689	61,220
TOTAL . . . .	9,877	153,983	2,282	166,142	563	124,579	278,787	403,929	570,071
<i>England.</i>									
Royal Indian Civil Engineering College, Cooper's Hill . . .	...	...	...	...	...	...	...	...	28,911
Exchange . . . .	...	...	...	...	...	...	...	...	16,280
TOTAL . . . .	...	...	...	...	...	...	...	...	45,191
GRAND TOTAL . . . .	...	...	...	...	...	...	...	...	615,262
For details by Provinces, see page of accounts . . . .	V	VII	VII	...	V	VII	VII	...	...

A comparison of the actual revenue realized under "XXXII.—Civil Works" with the Budget and Revised Estimates is given below :—

YEAR.	Budget Estimate.	Revised Estimate.	Actuals.
	Rx.	Rx.	Rx.
1897-98 . . . .	629,600	609,700	615,262

For the decrease of Rx. 14,338 in the actual realisations as compared with the Budget Estimate, Bombay is chiefly responsible, the revenue having been worse than the Estimate by Rx. 33,195; on the other hand the Punjab and Burma were better by Rx. 10,698 and Rx. 5,756 respectively. The decrease in Bombay is entirely due to the great falling-off under "Tolls on roads" and "Ferry receipts," and is one of the effects of famine and plague. The increase in the Punjab is due to the North Western Railway having purchased for Rx. 4,655 the Lunatic Asylum, Lahore, and to certain receipts under "Serai" being budgetted for under "XXXV.—Miscellaneous," but accounted for under "XXXII.—Civil Works." The increase in Burma is due to the recovery of a sum of Rx. 1,350 from the lessee of the Government saw mills at Mandalay, which were destroyed by fire, and to improved realisations under "Ferry receipts" and "Staging bungalows."

The increase of Rx. 5,562 in the actual realisations as compared with the Revised Estimate was contributed chiefly by Bengal (6,511), Burma (2,906), Punjab (3,093), while in Bombay there was a falling off (7,494). The increases in Burma and the Punjab, and the decrease in Bombay, are due to the causes which affected the comparison with the Budget Estimate. The



increase in Bengal is due to the increased profits from the Darjeeling-Himalayan Railway and to larger recoveries of rents of buildings and ferry tolls.

3. *Rents of buildings, Rx. 64,814.*—The receipts from this source compare as follows with the realizations in the four preceding years:—

YEARS.	By Public Works Officers.	By Officers of other Departments.	TOTAL.
	Rx.	Rx.	Rx.
1893-94 . . . . .	49,973	4,405	54,378
1894-95 . . . . .	49,092	4,898	53,990
1895-96 . . . . .	53,720	4,935	58,655
1896-97 . . . . .	53,087	4,420	57,507
1897-98 . . . . .	56,714	8,100	64,814

The net receipts on the capital cost of buildings set apart as residences, in the Buildings and Roads and Irrigation Branches excluding those allotted rent-free, is 1·77 per cent., as shown below, against 1·56 per cent. in the previous year:—

CAPITAL COST OF BUILDINGS FROM EXAMINER'S ACCOUNTS.					Rents realized.	COST OF REPAIRS.		Net return excluding repairs to rent-free buildings.	Percentage of net return on Capital cost excluding rent-free buildings.	
PROVINCES.	Year of the account.	AMOUNT.				Rent-free buildings.	Other buildings.			
		Rent-free buildings.	Other buildings.	Total.						
INDIA	1897-98.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.		
		Central India	...	20,270	20,270	1,029	...	512	511	2·52
		Rajputana	6,039	21,238	27,277	1,211	61	1,084	127	·60
		Coorg	2,922	7,154	10,076	83	48	48	35	·49
		Baluchistan	...	62,989	62,989	2,243	...	1,223	1,020	1·62
TOTAL INDIA		8,961	111,651	120,612	4,560	109	2,867	1,693	1·51	
Central Provinces		28,629	30,630	59,259	1,637	349	1,351	286	·93	
Burma		69,022	232,844	301,866	12,391	1,140	5,443	6,948	3·00	
Assam		13,549	24,312	37,860	1,380	643	2,475	—1,095	—4·50	
Bengal		416,073	121,394	537,467	6,293	8,797	7,301	—1,006	—·83	
North-Western Provinces and Oudh		32,747	75,715	108,462	3,191	375	1,657	1,534	2·03	
Punjab		76,210	156,171	232,381	5,978	2,671	2,823	3,155	2·02	
Madras		61,096	124,186	196,182	6,257	493	2,604	3,053	2·72	
Bombay		258,184	199,566	457,750	7,516	3,365	3,436	4,080	2·05	
TOTAL		965,370	1,086,469	2,051,839	49,203	18,442	29,957	19,246	1·77	

*Note.*—The financial results of buildings borne on the returns of the Irrigation Branch have been, for convenience, included in the above statement. The figures for Irrigation Buildings are:—Capital cost Rx. 74,349, Rent realized Rx. 3,800, Repairs Rx. 3,340, Net return Rx. 460, and Percentage of net return ·62.

4. *Ferry Receipts, Rx. 306,993.*—This is the principal source of revenue credited under the head "Civil Works;" the major portion of it, amounting to Rx. 300,288, was realized by Civil Officers.

The realizations under this head during the last four years are shown in the following table:—

YEARS.		By Public Works Officers.	By Civil Officers.	TOTAL.
		Rx.	Rx.	Rx.
1894-95	.	6,268	296,897	303,165
1895-96	.	7,133	309,214	316,347
1896-97	.	6,250	305,459	311,709
1897-98	.	6,705	300,288	306,993

The following Provinces contributed the largest amounts under this head:—

PROVINCES.	Amount.
	Rx.
Assam	14,850
Bombay	13,382
Punjab	34,981
North-Western Provinces and Oudh	54,912
Bengal	70,509
Madras	95,007
Burma	16,134

The incidence of the revenue is—

	Rx.
Imperial	...
Provincial	105,111
Local	201,882
<b>TOTAL</b>	<b>306,993</b>

#### EXPENDITURE.

5. *The Expenditure* recorded in the accounts for 1897-98 under the head "45.—Civil Works", amounts to Rx. 4,482,024. Of this sum—

Rx. 3,152,494 were expended by Officers of the Public Works Department ;  
 " 1,208,500 by Officers of other Departments ;  
 " 4,360,994  
 " 121,030 in England, including exchange, but exclusive of Rx. 5,373, the value of stores supplied to India, included in the outlay upon the works concerned.

**TOTAL.** " **4,482,024**

6. The following table compares the actuals of the year (exclusive of outlay from Excluded Local Funds, Contributions and Local Loans) with the Budget and Revised Estimates:—

FUNDS.	Budget Estimate.	Revised Estimate.	Actuals.
	Rx.	Rx.	Rx.
Imperial	472,100	482,300	428,523
Provincial	2,291,000	2,219,000	2,258,018
Local	1,785,800	1,595,900	1,564,010
<b>TOTAL</b>	<b>4,548,900</b>	<b>4,297,200</b>	<b>4,250,551</b>



*Imperial outlay, Rx. 428,523.*

The actuals fell short of the Budget Estimate by Rx. 43,577, of which Rx. 19,280 occurred under India and Rx. 24,297 under England and Exchange. The decrease in India was due partly to a write-back of Rx. 10,847 from Imperial to Provincial on account of suspense balances appertaining to Civil Works in Upper Burma and partly to the requirements in Bengal, Madras and Bombay having been over-estimated. The decrease in England and Exchange was chiefly due to the non-receipt of English stores in connection with the Bangalore water-supply. In Assam the Budget Estimate was exceeded by Rx. 9,399 due partly (about Rx. 5,800) to the reconstruction and repairs of Imperial Buildings damaged by earthquake, and partly (about Rx. 3,600) to irregular expenditure towards the close of the year on the Nichuguard-Manipur road.

Compared with the Revised Estimate, the actuals show a decrease of Rx. 53,777, chiefly due to an over-estimate by about (Rx. 26,800) of the expenditure chargeable to Civil Works on account of the Bangalore water-supply scheme, and to stores (to the value of about Rx. 9,300) paid for by the Secretary of State not having arrived till after 31st March 1898. The expenditure in Bengal and the Punjab was also over-estimated.

*Provincial outlay, Rx. 2,258,018.*

The actuals fell short of the Budget Estimate by Rx. 32,982, of which Departmental Officers contributed Rx. 24,330, and Civil Officers Rx. 8,652. There was a large excess in Assam (Rx. 87,936) due to additional funds being granted for repairs rendered necessary by the earthquake, but this was more than counterbalanced by the following savings, due generally to the restriction of expenditure:—

	Rx.
Burma . . . . .	18,381
Bengal . . . . .	13,329
North-Western Provinces and Oudh . . . . .	12,412
Punjab . . . . .	24,608
Bombay . . . . .	34,872

The excess outlay over the Revised Estimate was Rx. 39,018 which was the net result of an excess of Rx. 40,170 in the expenditure under Departmental Officers and a lapse of Rx. 1,152 of grant for expenditure under Civil Officers. The excess of Rx. 40,170 was mainly contributed by Assam (7,536), Bengal (14,171), Punjab (15,392) and Madras (10,936), partly counterbalanced by a saving in the North-Western Provinces and Oudh (13,812).

*Incorporated Local Fund outlay, Rx. 1,564,010.*

The decrease of Rx. 221,790 in the actuals as compared with the Budget Estimate was chiefly due to restriction of expenditure. Lapses from the Revised Estimate of Rx. 14,124 under Departmental Officers and of Rx. 17,766 under Civil Officers were due to an over-estimate of the requirements of the year.

7. The total expenditure of the year, including the outlay from Excluded Local Funds, Contributions and Local Loans, has been charged in the accounts under the following heads:—

	Rx.
New works . . . . .	1,522,707
Repairs . . . . .	1,848,495
Tools and plant . . . . .	52,409
Suspense . . . . .	—13,616
Miscellaneous (Contributions to Municipalities, etc.) . . . . .	57,321
Establishment . . . . .	893,678
<i>Add—</i>	<i>4,360,994(a)</i>
In England—	
Payment . . . . . Rx.	77,429
Exchange . . . . . „	43,601
	<u>121,030</u>
TOTAL . . . . .	<u>4,482,024</u>

(a) Includes £3,437 on account of English stores, plus Rx. 1,936 exchange thereon.

The services on which this sum was spent and the funds from which it was provided are shown below. The outlay from Excluded Local Funds, Contributions and Local Loans Rx. 231,473, represents money expended mainly on works requiring professional skill, carried out by the Public Works Department for local bodies and institutions:—

SERVICE AND DEPARTMENTAL HEADS.	Imperial.	Provincial.	Incorporated Local.	Excluded Local, Local Loans and Contributions.	TOTAL.
INDIA.	Rx.	Rx.	Rx.	Rx.	Rx.
PUBLIC WORKS OFFICERS.					
<i>Civil Buildings—</i>					
New works . . . . .	92,995	525,148	14,917	36,149	669,209
Repairs . . . . .	55,648	231,254	14,452	6,550	307,904
<i>Communications—</i>					
New works . . . . .	21,866	195,518	110,766	5,108	333,258
Repairs . . . . .	31,015	547,726	216,686	8,729	804,156
<i>Miscellaneous Public Improvements—</i>					
New works . . . . .	58,229	22,027	26,663	132,013	238,932
Repairs . . . . .	934	21,514	13,902	31,996	68,546
<b>TOTAL WORKS AND REPAIRS</b>	<b>260,687</b>	<b>1,543,182</b>	<b>397,386</b>	<b>220,545</b>	<b>2,421,800</b>
Establishment . . . . .	52,276	558,346	76,895	13,672	701,189
Tools and plant . . . . .	3,016	33,561	5,754	790	43,121
Suspense . . . . .	—15,604	5,781	—259	—3,534	—13,616
<b>TOTAL PUBLIC WORKS OFFICERS</b>	<b>300,375</b>	<b>2,140,870</b>	<b>479,776</b>	<b>231,473</b>	<b>3,152,494</b>
OFFICERS OF OTHER DEPARTMENTS.					
<i>Civil Buildings—</i>					
New works . . . . .	1,760	5,192	48,101	...	55,053
Repairs . . . . .	1,406	6,040	41,414	...	48,860
<i>Communications—</i>					
New works . . . . .	1,160	1,818	137,532	...	140,510
Repairs . . . . .	396	12,632	555,369	...	568,397
<i>Miscellaneous Public Improvements—</i>					
New works . . . . .	84	33,794	51,872	...	85,750
Repairs . . . . .	162	8,846	41,824	...	50,832
<b>TOTAL WORKS AND REPAIRS</b>	<b>4,968</b>	<b>68,322</b>	<b>876,112</b>	<b>...</b>	<b>949,402</b>
Establishment . . . . .	2,144	15,904	174,441	...	192,489
Tools and plant . . . . .	6	933	8,349	...	9,288
Miscellaneous . . . . .	...	31,989	25,332	...	57,321
<b>TOTAL OFFICERS OF OTHER DEPARTMENTS</b>	<b>7,118</b>	<b>117,148</b>	<b>1,084,234</b>	<b>...</b>	<b>1,208,500</b>
<b>TOTAL</b>	<b>307,493</b>	<b>2,258,018</b>	<b>1,564,010</b>	<b>231,473</b>	<b>4,360,994<sup>(a)</sup></b>
ENGLAND.					
Royal Indian Civil Engineering College, Cooper's Hill . . . . .				26,157	
Other charges in connection with the training of officers, absentee and furlough allowances of Military and Civil Officers employed in the Public Works Department, etc., etc. . . . .				51,272	
<b>TOTAL ENGLAND at two shillings per rupee</b>					<b>77,429</b>
<b>EXCHANGE</b>					<b>43,601</b>
<b>GRAND TOTAL</b>					<b>4,482,024</b>

(a) Includes £3,437 on account of English stores, plus Rx. 1,986 exchange thereon.



8. The capital cost of Civil buildings on which expenditure under "Repairs" was incurred during the year was:—

India	Central India	.	.	.	.	.	Rx.
	Rajputana	.	.	.	.	.	74,106
	Coorg	.	.	.	.	.	138,815
	Baluchistan	.	.	.	.	.	75,293
	Port Blair	.	.	.	.	.	221,878
		.	.	.	.	.	43,316
	TOTAL INDIA						553,408
Central Provinces	.	.	.	.	.	.	772,600
Burma	.	.	.	.	.	.	1,967,656
Assam	.	.	.	.	.	.	272,849
Bengal	.	.	.	.	.	.	4,148,346
North-Western Provinces and Oudh	.	.	.	.	.	.	4,731,093
Punjab	.	.	.	.	.	.	2,038,216
Madras	.	.	.	.	.	.	1,711,556
Bombay	.	.	.	.	.	.	4,632,755
	GRAND TOTAL						20,828,479

9. *Outlay in England.*—The outlay in England, exclusive of the value of stores charged to works, compares as follows with the actuals of the previous four years:—

DETAILS.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.
	£	£	£	£	£
Salaries of President, Professors, etc., and other Charges of the Royal Indian Civil Engineering College, Cooper's Hill	30,330	26,944	26,489	25,995	26,157
Furlough pay and absentee allowances of Officers of the Public Works Department	49,729	47,091	52,749	55,312	46,360
Salaries, etc., of passed students detained in England	3,683	3,847	3,999	3,709	3,752
Passage to India of Officers on appointment	611	611	656	545	711
Salaries, etc., of Indian Officers of the Public Works Department undergoing training in England	354	87	165	42	449
Remuneration for professional services	379	...	...	...	...
	85,086	78,580	84,058	85,603	77,429
Exchange	55,294	65,377	63,865	56,570	43,601
TOTAL	140,380	143,957	147,923	142,173	121,030

10. The direct charge to the State under the head "Civil Works" on account of the Royal Indian Civil Engineering College at Cooper's Hill was:—

	Charge in sterling.	Income in sterling.	Net charge.
	£	£	£
In 1897-98	26,157	28,911	= -2,754
" 1896-97	25,994	26,234	= -230
" 1895-96	26,489	24,724	= 1,765
" 1894-95	26,944	25,342	= 1,602
" 1893-94	30,330	25,828	= 4,502
" 1892-93	28,184	27,704	= 480
" 1891-92	28,017	27,197	= 820
" 1890-91	24,905	24,878	= 27

There was a small increase in expenditure over the previous year; but the income was the largest that has been realized during the period of eight years for which figures are given above, and the net result was a credit of £2,754.

11. Omitting the outlay from Excluded Local Funds and Contributions, in regard to which the Public Works Department is merely the executive agency employed to carry out the work, the outlay in India on "Civil Works" during 1897-98 compares as follows with that incurred during the four preceding years:—

HEADS OF SERVICE.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.
	Rx.	Rx.	Rx.	Rx.	Rx.
PUBLIC WORKS OFFICERS.					
Civil Buildings . . . . .	1,112,382	938,910	1,053,641	1,130,916	934,414
Communications . . . . .	1,332,855	1,191,165	1,202,652	1,168,359	1,123,572
Miscellaneous Public Improve- ments . . . . .	97,653	111,266	128,783	121,821	143,269
Total, Works and Repairs . .	2,542,890	2,241,341	2,385,076	2,421,096	2,201,255
Establishment . . . . .	711,581	710,330	712,205	682,161	687,517
Tools and Plant . . . . .	41,427	33,179	38,005	43,630	42,331
Suspense (Stock, etc.) . . . .	—17,937	—31,218	—34,077	19,726	—10,082
<b>TOTAL PUBLIC WORKS OFFICERS</b>	<b>3,277,961</b>	<b>2,953,632</b>	<b>3,101,209</b>	<b>3,166,613</b>	<b>2,921,021</b>
OFFICERS OF OTHER DEPARTMENTS.					
Civil Buildings . . . . .	104,912	99,167	122,196	125,065	103,913
Communications . . . . .	755,082	779,415	822,948	766,744	708,907
Miscellaneous Public Improve- ments . . . . .	131,277	152,080	198,304	197,159	136,582
Total, Works and Repairs . .	991,271	1,030,662	1,143,448	1,088,968	949,402
Establishment . . . . .	170,596	186,741	174,339	182,377	192,489
Tools and Plant . . . . .	7,998	7,157	7,836	9,626	9,288
Miscellaneous . . . . .	42,074	22,782	29,769	36,532	57,321
<b>TOTAL OFFICERS OF OTHER DE- PARTMENTS</b>	<b>1,211,939</b>	<b>1,247,342</b>	<b>1,355,442</b>	<b>1,317,503</b>	<b>1,208,500</b>
<b>GRAND TOTAL</b>	<b>4,489,900</b>	<b>4,200,974</b>	<b>4,456,651</b>	<b>4,484,116</b>	<b>4,129,521</b>

(a) Includes £2,317 on account of English stores, plus exchange thereon.

(b) Includes £5,768

(c) Includes £3,437

12. The expenditure on Establishment bears the following ratio to the outlay on works and repairs by Public Works Officers:—

1893-94 . . . . .	27.98
1894-95 . . . . .	31.69
1895-96 . . . . .	29.86
1896-97 . . . . .	28.18
1897-98 . . . . .	31.23

There has been an increase in the percentage as compared with the previous year.



13. The Provinces, in which the percentages are highest, are given below:—

	Percentage on outlay on works and repairs.
Central India . . . . .	61.06
Madras . . . . .	47.59
Central Provinces . . . . .	42.92
Rajputana . . . . .	41.82
North-Western Provinces and Oudh . . . . .	40.22

The high rates in Central India and Rajputana are due to exceptional circumstances. A comparatively large establishment has to be maintained owing to the scattered nature of the works. Those in the Central Provinces and North-Western Provinces and Oudh are due to the increased charges on account of the allowances, etc., of officers transferred to the Province for duty on famine works. While in Madras the high percentage this year is due to the restriction of outlay on works and repairs which was necessary to admit of adequate provision being made for famine relief works.

The rate for work done under the control of the Director-General of Military Works is very low, being only 4.05 per cent., and is stated to be attributable to the non-adjustment of certain charges in connection with the expenditure on the Bangalore Water-supply. The adjustment due to end of 1898-99 will be carried out in the accounts for that year.

14. Of the total outlay under Public Works Officers—

		Against in	
		1896-97.	1895-96.
22 per cent. was expended on new Buildings . . . . .	27 per cent.		26 per cent.
11 " " " " Roads . . . . .	12 " "		13 " "
4 " " " " Works of Miscellaneous Public Improvement . . . . .	3 " "		6 " "
37 " Total on new Works . . . . .	42 " "		45 " "
10 " was spent on Repairs of Buildings . . . . .	9 " "		8 " "
27 " " " " Roads . . . . .	25 " "		24 " "
1 " " " " Works of Miscellaneous Public Improvement . . . . .	1 " "		2 " "
38 " Total on Repairs . . . . .	35 " "		34 " "
24 " of the total outlay was absorbed by Establishment . . . . .	21 " "		21 " "
1 " by Tools and Plant and Suspense . . . . .	2 " "		...
25 " Total on Establishment, Tools and Plant and Suspense . . . . .	23 " "		21 " "
100 Total . . . . .	100		100

Similarly, of the total outlay under Officers of other Departments—

5 per cent. was expended on new Buildings . . . . .	5 per cent.	5 per cent.
11 " " " " Roads . . . . .	14 " "	16 " "
7 " " " " Works of Miscellaneous Public Improvement . . . . .	11 " "	10 " "
23 " Total on new Works . . . . .	30 " "	31 " "
4 " was expended on Repairs to Buildings . . . . .	4 " "	4 " "
47 " " " " Roads . . . . .	44 " "	45 " "
4 " " " " Works of Miscellaneous Public Improvement . . . . .	4 " "	4 " "
55 " Total on Repairs . . . . .	52 " "	53 " "
16 " of the total outlay was recorded under Establishment . . . . .	14 " "	13 " "
5 " under Miscellaneous . . . . .	3 " "	2 " "
1 " of the outlay on Tools and Plant . . . . .	1 " "	1 " "
22 " Total on Establishment, Miscellaneous, etc. . . . .	18 " "	16 " "
100 Total . . . . .	100	100

15. In Burma, Bengal, and the North-Western Provinces and Oudh large sums were spent on new buildings; but in all provinces the bulk of the expenditure was devoted to the construction and repairs of roads. From Imperial Funds, a sum of Rx. 56,858 (exclusive of Expenditure in England and Exchange) was expended on the Bangalore water-supply.

The principal figures are given in the table below :—

Province.	New Buildings.	New Roads.	Repairs to Roads.	Total expenditure under "45.—Civil Works."
	Rx.	Rx.	Rx.	Rx.
Burma . . . . .	155,144	93,725	137,685	461,117
Bengal . . . . .	173,121	71,184	270,808	634,501
North-Western Provinces and Oudh	82,752	41,468	175,479	372,170
Central Provinces . . . . .	19,327	38,824	46,327	118,111
Assam . . . . .	43,125	75,935	118,450	274,802
Punjab . . . . .	48,168	30,209	125,380	256,127
Madras . . . . .	73,633	59,753	280,895	499,811
Bombay . . . . .	71,533	45,434	177,080	394,008

16. A few of the principal works, on which outlay from Imperial Funds was incurred, and their localities are noted below :—

*In Military Works Department—*

Buildings—New Roman Catholic Church at Quetta.

Miscellaneous Public Improvements—Bangalore Water-supply Project.

*In Port Blair and Nicobars—*

Buildings—Cellular Jail at Aberdeen.

*In Baluchistan—*

Buildings—New Residency, Quetta.

Roads—Converting Kuch-Ziarat road into a tonga road.

*In Assam—*

Roads—Nichuguard-Manipur road.

*In Bengal—*

Buildings—New office for Comptroller of Post Offices, Calcutta.

*In Punjab—*

Buildings—Public Works Department New Secretariat Offices at Simla.



17. The outlay from Provincial Funds by Officers of the Public Works Department was expended in the following proportions:—

	Against in	
	1896-97.	1895-96.
25 per cent. on new Buildings . . . . .	30 per cent.	29 per cent.
9 " " Roads . . . . .	7 " "	7 " "
1 " " Works of Miscellaneous Public Improvement . . . . .	2 " "	3 " "
—	—	—
35 " Total on new Works . . . . .	39 " "	39 " "
—	—	—
11 " on Repairs to Buildings . . . . .	10 " "	10 " "
25 " " " to Roads . . . . .	24 " "	24 " "
1 " " " to Works of Miscellaneous Public Improvement . . . . .	1 " "	1 " "
—	—	—
37 " Total on Repairs . . . . .	35 " "	35 " "
—	—	—
26 " of the total outlay has gone in payments to Establishment . . . . .	24 " "	26 " "
2 " on Tools and Plant and Suspense . . . . .	2 " "	...
—	—	—
28 " Total on Establishment and Tools and Plant, etc. . . . .	26 " "	26 per cent.
—	—	—
100 Total . . . . .	100	100

18. Burma, Bengal, the North-Western Provinces and Oudh, Madras, and Bombay show considerably larger outlay on new buildings than on new roads. On the other hand, in the Central Provinces, Burma, Assam, Bengal, the North-Western Provinces and Oudh, Punjab, and Bombay, the bulk of the expenditure was incurred on the maintenance of roads; there being, in comparison, but a trifling sum devoted to new roads, in all the provinces, except the Central Provinces, Burma, and Assam. The outlay by officers of other Departments was comparatively small, and it was chiefly incurred on works of Miscellaneous Public Improvement.

19. The principal works under construction on which outlay was incurred were:—

*In Central Provinces—*

Buildings—Special repairs, additions and alterations to Police lines, Nagpur.  
Roads—Betul-Chhindwara road, 2nd, 3rd, and 4th sections.  
Dindori-Birsinghpur road, 1st section, from Dindori to Shahapura.

*In Burma—*

Buildings—Extension of Toungoo Jail.  
Extension of Jail at Bassein.  
Constructing main west entrance, Jail, Bassein.  
Conversion of Paungde Reformatory into a District Jail.  
Military Post at Sadôn.  
Barracks and lines for Military Police at Myitkyina.  
District Court-house at Thatôn.  
Constructing quarters for Government clerks at Rangoon.  
Roads—Cart-road over Bhamo-Manoi section of Bhamo-Namkhan road.  
Indin-Falam road.  
Roads and drains for Maymyo station.  
Raising and bridging 19 miles of road from Kyaukse to Samôn via Kunse.  
Ruby Mines road from Thabeitkyin to Mogôk.  
Road from Tavoy to a point on river bank opposite Yebyu.  
Metalling portions of the Myingyan-Fort Stedman road.  
Taungyi-Kéngtúng road, 1st section.

*In Assam—*

- Buildings—Reconstructing Sylhet Jail.  
 Roads—Cart-road from Maulvi Bazar to Manumukh.  
 Aijal-Lungleh road.  
 Bridges on Companyganj-Salutikar road.  
 Bridging Northern Trunk road between Gohpur and Kolabari.  
 Reconstructing bridges on Gauhati-Shillong cart-road.  
 Rebuilding 14 major bridges in the Assam Trunk road west of Gauhati.

*In Bengal—*

- Buildings—Installation of the electric light at Belvedere and Jail, Alipore.  
 Out-patient building, Medical College Hospital, Calcutta.  
 Acquiring a plot of land on the east side of the Presidency General Hospital, Dhalanda.  
 New Chemical block, Medical College, Calcutta.  
 Additions and alterations to Soldiers' barrack, Chinsura.  
 Extension of out-patient department in Campbell Hospital, Sealdah.  
 Female Ward in Campbell Hospital, Sealdah.  
 Central ganja godown, Nowgong.  
 Public office, Darjeeling.  
 School building for 200 boys, Kurseong.  
 Reconstructing new Kutcherry building, Darjeeling.  
 Double-storied barrack, Bhagalpur.  
 Salt golahs, Chittagong.

*In North-Western Provinces and Oudh—*

- Buildings—New Government House, Naini Tal.  
 Main building of new Diocesan Boys' School, Naini Tal.

*In Punjab—*

- Roads—Improving and metalling the feeder road from Ajnala to Amritsar.  
 Miscellaneous Public Improvements—Extending Protection Works, Dera Ghazi Khan, for 1897-98.

*In Madras—*

- Buildings—Additions and improvements to Collector's office, Cuddalore.  
 Public offices, Tanjore.  
 New Law College, Madras.  
 Roads—Boyarani-Kallikota roads.  
 Improvements to Chundalo-Mysore road.  
 Miscellaneous Public Improvements—Improvements to Ootacamund Lake.

*In Bombay—*

- Buildings—Narotamdas Madhavdas Lunatic Asylum, Navapada.  
 Roads—British portion of Neri-Ajanta road.

20. The money from Incorporated Local Funds, assigned for outlay by Officers of the Public Works Department, was expended in the following proportions:—

		Against	
		1896-97.	1895-96.
3 per cent. on new Buildings . . . . .	5 per cent.	6 per cent.	
28 " " Roads . . . . .	28 " "	28 " "	
6 " " Miscellaneous Public Improvements . . . . .	6 " "	6 " "	
32 " Total on new Works . . . . .	39 " "	40 " "	
3 " on Repairs to Buildings . . . . .	3 " "	3 " "	
45 " " " Roads . . . . .	40 " "	39 " "	
3 " " " Miscellaneous Public Improvements . . . . .	2 " "	2 " "	
51 " Total on Repairs . . . . .	45 " "	44 " "	
16 " on Establishment . . . . .	15 " "	15 " "	
1 " " Tools and Plant and Suspense . . . . .	1 " "	1 " "	
17 " Total on Establishment and Tools and Plant . . . . .	16 " "	16 " "	
100 Total . . . . .	100	100	



21. The principal works in progress under the Public Works Department were:—

*In Burma—*

Roads—Constructing a bridge over the Akyamchaung at Akyaw.

*In Assam—*

Roads—Sunamganj-Pagla road.  
Natwanpur-Jaintiapur road.  
Bridge over Desoi at Moriani.

*In North-Western Provinces and Oudh—*

Roads—Converting Man-Punch road into a 1st class road.

*In Bombay—*

Roads—Kudchi-Terdal road, 2nd and British portion.  
Athni-Kagwad road.  
Miryabar-Shindgi *via* the Amba Ghát section from Bijapur to Shiwangi, 1st and 2nd sections,  
Indi-Sindgi road, 1st section.  
Palla-Bádámi road, improving portion.  
Gajendragad-Naregal road.  
Nargund-Mallápur road.  
Ron-Gajendragad road.

*In Punjab—*

Roads—Improving the Jhajjar-Bahadurgarh road.

22. The names of the works carried out by Officers of other Departments cannot be given, as accounts are not received in sufficient detail.

23. The principal works on which outlay was incurred from Excluded Local Funds, Contributions and Local Loans during 1897-98 are given below; in some cases a portion of the expenditure is also recorded under Provincial:—

*In Military Works Department—*

Buildings—Sandeman Memorial Hall at Quetta.

*In Central Provinces—*

Miscellaneous Public Improvements—Water-works, Bhandara.  
„ Khandwa.  
„ Wardha.

*In Punjab—*

Miscellaneous Public Improvements—Drainage work, Delhi.  
Extending River Protective Works, Dehra Ghazi Khan.

*In Madras—*

Miscellaneous Public Improvements—Light house at False Point, Diva.  
„ Monapad.

24. 33.—*Famine Relief Works.*—The actual outlay by Funds (exclusive of outlay from Excluded Local Funds) is compared with the Budget and Revised Estimates in the following table:—

	Imperial.	Provincial.	Incorporated Local.	TOTAL.
	Rx.	Rx.	Rx.	Rx.
Budget Estimate . . . . .	1,945,100	164,100	41,000	2,150,200
Revised Estimate . . . . .	3,240,000	158,300	11,500	3,409,800
Actuals . . . . .	3,210,789	138,818	2,760	3,352,367

The increase over the Budget Estimate was due to the fact that no accurate forecast of expenditure on Relief Works could be prepared owing to

uncertainty regarding the extent to which, and the time over which, relief operations would be necessary. The decrease compared with the Revised Estimate was due principally to the transfer at the close of the year of the normal expenditure on revenue-producing works to ordinary heads under Public Works Department Code, Volume I, Chapter IX, paragraph 104 (III and IV).

The detailed account of expenditure by provinces and departmental heads will be found in the abstracts and detailed accounts appended to the review. In the Central Provinces, North-Western Provinces and Oudh, Madras and Bombay the expenditure has been heavy. The greater portion or nearly two-thirds of the whole outlay was incurred on roads. The expenditure on the works recorded under this head would not have been incurred in ordinary years.

25. The outlay from Excluded Local Funds, on Famine Relief works, Punjab, amounted to Rx. 3,923.

26. 50.—*Miscellaneous Public Improvements*.—An expenditure of Rx. 4,105 was incurred during the year on account of constructing a jetty and a shed at Chittagong, against the provision of Rx. 8,400 in the Revised Estimate for the year. The work, which is estimated to cost Rx. 48,860, is being carried out by the Assam-Bengal Railway Company, and the expenditure transferred to the Public Works Department, Bengal, for final adjustment.

27. The suspense balances and objectionable expenditure outstanding at the close of 1897-98 have been reviewed separately.

CALCUTTA;  
The 13th March 1899.

A. R. BECHER,  
Accountant General, P. W. Dept.

*Documents accompanying.*

Abstract and detailed accounts of Revenue and Expenditure recorded under the head Civil Works during 1897-98. Pages I to XVII.

Abstract and detailed accounts of the Expenditure on Famine Relief Works in India during 1897-98. Pages XVIII and XIX.

Appendix—Detailed account of Expenditure of the Public Works Department from Excluded Local Funds during 1897-98. Pages XXI and XXII.

Appendix—Detailed account of Expenditure from Contributions and Local Loans carried out through the agency of the Public Works Department during 1897-98. Pages XXIII and XXIV.

Appendices Nos. 62 E to 62 An. Classified Abstracts of Expenditure on Civil Works and Repairs during 1897-98 by Funds and Service Heads. Pages XXV to XLI.

No. 0105 G., dated 13th March 1899.

Submitted to the Government of India, Public Works Department.



Accompaniment to Accountant General, P. W. D., No. 0105 G., dated 13th March 1899.

**ABSTRACT** by Funds, Departmental Heads, and Agency of Collection and Disbursement of Revenue and Expenditure recorded under the head CIVIL WORKS during 1897-98, compared with the Budget and Revised Estimates of the year and the Actuals of the year 1896-97.

REVENUE.				Funds, Departmental Heads, and Agency.	For details, see page	EXPENDITURE.			
Actuals, 1896-97.	*Budget Estimate, 1897-98.	Revised Estimate, 1897-98.	Actuals, 1897-98.			Actuals, 1897-98.	Revised Estimate, 1897-98.	Budget Estimate, 1897-98.	Actuals, 1896-97.
Rx.	Rx.	Rx.	Rx.	IMPERIAL.		Rx.	Rx.	Rx.	Rx.
				ORIGINAL WORKS—					
				Departmental . . . .		173,090	216,600	158,700	347,696
				Civil . . . . .		3,094	3,000	2,400	2,595
						176,094	219,600	161,100	350,591
				REPAIRS—					
				Departmental . . . .		87,597	90,900	91,000	171,714
				Civil . . . . .		1,964	1,900	1,500	1,777
						89,561	92,800	92,500	173,491
				ESTABLISHMENT—					
				Departmental . . . .		52,276	55,500	56,000	128,895
				Civil . . . . .		2,144	2,100	1,300	424
						54,420	57,600	57,300	129,319
				TOOLS AND PLANT—					
				Departmental . . . .		3,016	3,300	3,300	8,430
				Civil . . . . .		6	...	...	407
					ix	3,022	3,300	3,300	8,837
				SUSPENSE—					
				Departmental . . . .		-15,604	-10,800	...	4,855
				MISCELLANEOUS—					
				Civil . . . . .		...	200	1,000	117
				RESERVE—					
				Departmental . . . .		...	600	9,400	...
				Deduct—					
				Outlay in England—					
				At 2 shillings per rupee . .		3,437	3,900	1,900	5,768
				Exchange . . . . .		1,936	2,200	1,300	3,811
						5,373	6,100	3,200	9,579
15,983	9,400	10,500	10,440	Net receipts and outlay in India .		302,120	357,200	321,400	657,631
15,923	9,300	9,900	9,877	} Carried forward {	} v & ix {	295,003	350,000	315,200	652,011
60	100	600	563			7,118	7,200	6,200	5,620

"Departmental" implies that the transactions have been controlled by officers of the Public Works Department; "Civil" means that the agency has been outside the Public Works Department, generally officers of the Revenue, Police or Judicial Service.

*ABSTRACT by Funds, Departmental Heads, and Agency of Collection and Disbursement of Revenue and Expenditure, etc.—continued.*

REVENUE.				Funds, Departmental Heads, and Agency.	For details, see page	EXPENDITURE.			
Actuals, 1896-97.	Budget Estimate, 1897-98.	Revised Estimate, 1897-98.	Actuals, 1897-98.			Actuals, 1897-98.	Revised Estimate, 1897-98.	Budget Estimate, 1897-98.	Actuals, 1896-97.
Rx.	Rx.	Rx.	Rx.			Rx.	Rx.	Rx.	Rx.
15,923	9,300	9,900	9,877	Brought forward { Departmental . . .	...	295,002	350,000	315,200	652,011
60	100	600	563	{ Civil . . .	...	7,118	7,200	6,200	5,620
				Add—					
				Receipts and outlay in England—					
26,224	27,600	28,400	28,911	At 2 shillings per rupee . . .	ix {	80,866	80,200	90,800	91,371
17,330	18,200	15,900	16,280	Exchange on above . . .		45,537	44,900	59,900	60,381
				TOTAL—					
59,477	55,100	54,200	55,068	Departmental . . . . .	...	421,405	475,100	465,900	803,763
60	100	600	563	Civil . . . . .	...	7,118	7,200	6,200	5,620
59,537	55,200	54,800	55,631	TOTAL IMPERIAL . . . . .	...	428,523	482,300	472,100	809,383
				PROVINCIAL.					
				ORIGINAL WORKS—					
				Departmental . . . . .	xi {	742,688	731,600	785,300	773,913
				Civil . . . . .		40,804	33,100	52,300	111,769
						783,492	764,700	837,600	885,702
				REPAIRS—					
				Departmental . . . . .	xi {	800,494	786,200	759,200	671,324
				Civil . . . . .		27,518	29,800	30,500	38,617
						828,012	816,000	789,700	709,941
				ESTABLISHMENT—					
				Departmental . . . . .	xi {	558,346	541,000	572,700	469,604
				Civil . . . . .		15,904	16,700	11,400	11,366
						574,250	557,700	584,100	481,570
				TOOLS AND PLANT—					
				Departmental . . . . .	xi {	33,561	21,400	36,000	29,334
				Civil . . . . .		933	200	200	216
						34,494	31,600	36,200	30,150
				SUPPLIES—					
				Departmental . . . . .	xi {	5,781	10,500	11,000	14,613
				MISCELLANEOUS—					
				Civil . . . . .	xi {	31,989	38,500	32,400	9,806
				TOTAL—					
163,332	159,500	156,000	153,983	Departmental . . . . .	vii {	2,140,870	2,100,700	2,164,200	1,959,387
116,556	121,400	122,600	124,579	Civil . . . . .	xi {	117,148	118,300	126,800	172,394
279,888	280,900	277,600	278,562	TOTAL PROVINCIAL . . . . .		2,258,018	2,219,000	2,291,000	2,131,781



## ABSTRACT by Funds, Departmental Heads, and Agency of Collection and Disbursement of Revenue and Expenditure, etc.—continued.

REVENUE.				Funds, Departmental Heads, and Agency.	For details, see page	EXPENDITURE.				
Actuals, 1896-97.	Budget Estimate, 1897-98.	Revised Estimate, 1897-98.	Actuals, 1897-98.			Actuals, 1897-98.	Revised Estimate, 1897-98.	Budget Estimate, 1897-98.	Actuals, 1896-97.	
Rx.	Rx.	Rx.	Rx.			Rx.	Rx.	Rx.	Rx.	
				INCORPORATED LOCAL.						
				ORIGINAL WORKS—						
				Departmental . . . .	xiii	152,346	167,200	161,000	207,881	
				Civil . . . . .		237,505	266,760	359,300	297,427	
						389,851	433,900	523,300	505,308	
				REPAIRS—						
				Departmental . . . .		245,040	243,900	252,900	248,568	
				Civil . . . . .		638,607	619,700	719,100	636,463	
						983,647	863,600	972,000	885,031	
				ESTABLISHMENT—						
				Departmental . . . .		76,895	79,000	80,000	83,662	
				Civil . . . . .		174,441	178,300	172,300	169,987	
						251,336	257,300	252,300	253,649	
				TOOLS AND PLANT—						
				Departmental . . . .	5,754	3,800	5,900	5,266		
				Civil . . . . .	8,349	9,200	8,500	9,003		
					14,103	13,000	14,400	14,269		
				SUSPENSE—						
				Departmental . . . .	—259	...	...	259		
				MISCELLANEOUS—						
				Civil . . . . .	25,332	24,100	23,800	26,609		
				TOTAL—						
2,549	2,600	2,000	2,282	Departmental . . . .	vii & xiii	479,776	493,900	502,800	545,636	
292,972	290,900	275,300	278,787	Civil . . . . .		1,084,234	1,102,000	1,283,000	1,139,489	
295,521	293,500	277,300	281,069	TOTAL INCORPORATED LOCAL	...	1,564,010	1,595,900	1,785,800	1,685,125	
				* EXCLUDED LOCAL.						
				ORIGINAL WORKS . . . .						
				REPAIRS . . . . .	xiv	33,870	4,200	39,400	44,394	
				ESTABLISHMENT . . . .		10,016	4,300	13,200	8,890	
				TOOLS AND PLANT . . . .		551	400	1,000	615	
				SUSPENSE . . . . .		—3,534	...	...	3,534	
				TOTAL EXCLUDED LOCAL		121,139	67,900	169,600	147,121	

\* Departmental.

**ABSTRACT by Funds, Departmental Heads, and Agency of Collection and Disbursement  
Revenue and Expenditure, etc.—concluded.**

REVENUE.				Funds, Departmental Heads, and Agency.	For details, see page	EXPENDITURE.			
Actuals, 1896-97.	Budget Estimate, 1897-98.	Revised Estimate, 1897-98.	Actuals, 1897-98.			Actuals, 1897-98.	Revised Estimate, 1897-98.	Budget Estimate, 1897-98.	Actuals, 1898-99.
Rx.	Rx.	Rx.	Rx.			Rx.	Rx.	Rx.	Rx.
				<b>* CONTRIBUTIONS.</b>					
				ORIGINAL WORKS . . . . .	xvii	71,804	66,500	10,300	46,607
				REPAIRS . . . . .		13,405	15,000	3,100	15,350
				ESTABLISHMENT . . . . .		2,700	2,000	1,300	2,980
				TOOLS AND PLANT . . . . .		239	300	100	240
				SUSPENSE . . . . .		...	...	...	—20
				<b>TOTAL CONTRIBUTIONS</b>		88,148	84,400	14,800	65,276
				<b>* LOCAL LOANS.</b>					
				ORIGINAL WORKS . . . . .	xvii	21,230	12,100	...	30,540
				REPAIRS . . . . .		...	...	...	...
				ESTABLISHMENT . . . . .		956	...	...	—388
				TOOLS AND PLANT . . . . .		...	...	...	—107
				<b>TOTAL</b>	...	22,186	12,100	...	30,044
				<b>ABSTRACT OF FOREGOING.</b>					
				<b>DEPARTMENTAL—</b>					
59,477	55,100	54,200	55,068	Imperial . . . . .	...	421,405	475,100	465,900	508,760
163,332	159,500	155,000	153,983	Provincial . . . . .	...	2,140,870	2,100,700	2,164,200	1,959,380
2,549	2,600	2,000	2,282	Incorporated Local . . . . .	...	479,776	493,900	502,800	545,600
...	...	...	...	Excluded Local . . . . .	...	121,139	67,900	169,600	147,120
...	...	...	...	Contributions . . . . .	...	88,148	84,400	14,800	65,276
...	...	...	...	Local Loans . . . . .	...	22,186	12,100	...	30,044
225,358	217,200	211,200	211,333	<b>TOTAL DEPARTMENTAL</b>	...	3,273,524	3,234,100	3,317,300	3,551,310
				<b>CIVIL—</b>					
60	100	600	583	Imperial . . . . .	...	7,118	7,200	6,200	5,800
116,556	121,400	122,670	124,579	Provincial . . . . .	...	117,148	118,300	126,800	172,800
292,972	290,900	275,300	278,787	Incorporated Local . . . . .	...	1,084,234	1,102,000	1,283,000	1,139,400
409,588	412,400	398,500	403,929	<b>TOTAL CIVIL</b>	...	1,208,500	1,227,500	1,416,000	1,317,900
634,946	629,600	609,700	615,262	<b>GRAND TOTAL</b>	...	4,482,024	4,461,600	4,733,300	4,868,710

\* Departmental.

Calcutta ;  
Dated 13th March 1899.

A. R. BECHER,  
Accountant General, P. W. Dept.



## DETAILED ACCOUNT OF REVENUE DURING 1897-98.

	Eng- land.	INDIA.							Assam.	Burma	Bengal	North- Western Pro- vinces.	Punjab.	TOTAL.
		Director General of Mili- tary Works.	Raj- putana.	Central India.	Coorg.	Hydra- bad.	Balu- chistan.	TOTAL.						
		Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
<b>IMPERIAL.</b>														
<b>DEPARTMENTAL.</b>														
Rents of buildings . . .	...	119	1,319	1,023	94	3	2,413	4,971	...	...	...	...	4,510	9,481
Sales of barrack furniture . . .	...	1	...	...	...	...	...	1	...	...	...	...	...	1
„ tools and plant . . .	...	...	4	12	14	43	...	73	...	...	...	...	...	73
„ produce . . .	...	20	83	4	...	...	...	107	...	...	...	...	...	107
„ old materials . . .	...	10	2	...	1	...	...	13	...	...	...	...	...	13
Fines, refunds, and mis- cellaneous . . .	...	152	10	13	26	...	1	202	...	...	...	...	...	202
	...	302	1,418	1,052	135	46	2,414	5,367	...	...	...	...	4,510	9,877
<i>Add—</i>														
England . . . £	23,911	...	...	...	...	...	...	...	...	...	...	...	...	28,911
Exchange . . . Rx.	16,280	...	...	...	...	...	...	...	...	...	...	...	...	16,280
<b>TOTAL</b> . . .	45,191	302	1,418	1,052	135	46	2,414	5,367	...	...	...	...	4,510	55,068
<i>Officers of other Depart- ments.</i>														
Fines, refunds, and miscel- laneous . . .	...	...	...	267	...	91	205	563	...	...	...	...	...	563
<b>TOTAL</b> . . .	...	...	...	267	...	91	205	563	...	...	...	...	...	563
<b>TOTAL IMPERIAL</b> . . .	45,191	302	1,418	1,319	135	137	2,619	5,930	...	...	...	...	4,510	55,631
Carried forward . . .	45,191	302	1,418	1,319	135	137	2,619	5,930	...	...	...	...	4,510	55,631

## DETAILED ACCOUNT OF REVENUE

	INDIA.						
	England.	Director General of Military Works.	Rajputana.	Central India.	Coorg.	Hyderabad.	TOTAL INDIA.
Brought forward	Rx. 45,191	Rx. 302	Rx. 1,418	Rx. 1,319	Rx. 135	Rx. 137	Rx. 2,619
PROVINCIAL.							
DEPARTMENTAL.							
Rents of buildings	...	...	...	...	...	...	...
Sales of buildings	...	...	...	...	...	...	...
" tools and plant	...	...	...	...	...	...	...
" produce	...	...	...	...	...	...	...
" old materials	...	...	...	...	...	...	...
Value of materials received from old buildings	...	...	...	...	...	...	...
Rents from Strand bank, Maidan, etc.	...	...	...	...	...	...	...
Receipts from self-supporting Workshops	...	...	...	...	...	...	...
Tolls on roads	...	...	...	...	...	...	...
Ferry receipts	...	...	...	...	...	...	...
Unclaimed deposits	...	...	...	...	...	...	...
Collections under Highway Act	...	...	...	...	...	...	...
Fines, refunds, and miscellaneous	...	...	...	...	...	...	...
Recoveries and advances made in England	...	...	...	...	...	...	...
Arboriculture	...	...	...	...	...	...	...
TOTAL	...	...	...	...	...	...	...
OFFICERS OF OTHER DEPARTMENTS.							
Rents of buildings	...	...	...	...	...	...	...
Sales of buildings	...	...	...	...	...	...	...
" produce	...	...	...	...	...	...	...
Tolls on roads	...	...	...	...	...	...	...
Ferry receipts	...	...	...	...	...	...	...
Fees on masonry graves	...	...	...	...	...	...	...
Fines, refunds, and miscellaneous	...	...	...	...	...	...	...
TOTAL	...	...	...	...	...	...	...
TOTAL PROVINCIAL							
INCORPORATED LOCAL.							
DEPARTMENTAL.							
Rents of buildings	...	...	...	...	...	...	...
Sales of buildings	...	...	...	...	...	...	...
" tools and plant	...	...	...	...	...	...	...
" produce	...	...	...	...	...	...	...
" old materials	...	...	...	...	...	...	...
Unclaimed deposits	...	...	...	...	...	...	...
Fines, refunds, and miscellaneous	...	...	...	...	...	...	...
Arboriculture	...	...	...	...	...	...	...
TOTAL	...	...	...	...	...	...	...
OFFICERS OF OTHER DEPARTMENTS							
Rents of buildings	...	...	120	...	73	...	193
Sales of buildings	...	...	...	...	...	...	...
" old materials	...	...	...	...	...	...	...
Tolls on roads	...	...	...	...	2,338	...	2,338
Canal and ferry receipts	...	...	...	...	...	...	...
Arboriculture	...	...	3	...	...	...	3
Tolls on steamers	...	...	...	...	...	...	...
Contributions	...	...	...	...	...	...	...
Fines, refunds, and miscellaneous	...	...	...	...	...	...	...
TOTAL	...	...	123	...	2,411	...	2,534
TOTAL LOCAL							
GRAND TOTAL	45,191	302	1,541	1,319	2,546	137	2,619



DURING 1897-98—concluded.

Central Provinces.	Burma.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
...	...	...	...	...	4,510	...	...	55,631
2,015	13,971	1,661	7,176	4,052	1,695	7,026	9,261	43,857
...	2,512	5	286	275	4,689	460	...	8,227
13	471	98	212	50	449	3,394	566	5,253
115	57	15	267	1,551	2,635	180	1,153	5,978
2	47	146	264	128	275	1,153	1,050	3,101
...	115	810	68	5	95	99	10	1,202
...	...	...	4,409	...	...	...	...	4,409
...	...	...	...	3,674	...	342	...	4,016
...	51	...	...	...	...	...	44,647	44,698
2,106	...	1,896	...	2,703	...	...	...	6,705
85	18	1	5	30	...	-1	6	144
...	...	...	7,469	857	1,053	6,183	967	967
67	1,614	188	...	...	...	...	4,482	21,913
5	...	...	...	508	...	...	...	5
...	...	...	...	...	...	...	...	508
4,408	18,856	4,820	20,156	13,833	10,891	18,836	62,183	153,983
765	118	799	...	...	1,552	...	...	3,234
...	...	...	...	...	4,576	...	...	4,876
2	...	...	...	1,958	...	...	...	1,960
63	...	...	5	...	8,136	...	...	8,204
7	...	3,186	24,684	52,209	18,320	...	...	98,406
120	145	...	298	322	260	361	185	1,691
252	13	...	1,091	190	4,174	29	459	6,208
1,209	276	3,985	26,078	54,679	37,318	390	644	124,579
5,617	19,132	8,805	46,234	68,512	48,209	19,226	62,827	278,562
...	...	75	...	301	...	...	...	376
...	...	...	...	5	...	...	...	5
...	...	2	...	49	...	...	...	51
15	...	1	...	13	...	665	...	694
...	...	43	...	12	259	...	...	314
...	...	5	...	1	...	...	...	6
3	...	40	...	47	43	14	...	147
...	...	...	...	689	...	...	...	689
18	...	166	...	1,117	302	679	...	2,282
8	548	11	1,734	...	1,771	...	601	4,866
12	...	...	527	...	190	218	144	1,091
18	...	...	37	...	...	423	...	478
...	...	...	...	...	...	...	27,471	29,809
5,105	16,134	9,768	45,825	...	16,661	95,007	13,382	201,882
103	...	...	...	4,491	8,508	...	1,640	14,745
...	...	...	...	757	...	...	...	757
155	140	...	5,457	...	...	2,715	5,591	14,058
417	352	4	997	3,268	2,447	3,167	449	11,101
5,818	17,174	9,783	54,577	8,516	29,577	101,530	49,278	278,787
5,834	17,174	9,949	54,577	9,633	29,879	102,209	49,378	281,069
11,453	36,306	18,754	100,811	78,145	82,598	121,435	112,105	615,262

## DETAILED ACCOUNT OF EXPENDITURE

	England.	INDIA.							
		Director-General of Military Works.	Rajputana.	Central India.	Coorg.	Mysore.	Petroleum Boringe at Sukkur and Kundra.	Hydrabad.	Port Blair.
IMPERIAL.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
DEPARTMENTAL.									
<i>Civil Buildings—</i>									
New works . . . . .	...	7,670	2,191	962	1,093	...	...	419	3,674
Repairs . . . . .	...	5,016	2,701	1,435	737	...	...	624	1,139
<i>Communications—</i>									
New works . . . . .	...	...	1,849	1,265	2,997	...	...	...	...
Repairs . . . . .	...	276	3,925	12,639	6,858	...	...	...	...
<i>Miscellaneous Public Improvements—</i>									
New works . . . . .	...	56,858	...	...	724	...	—872	...	...
Repairs . . . . .	...	...	...	...	111	...	...	...	...
<b>TOTAL WORKS AND REPAIRS</b>	...	69,820	10,666	16,301	12,520	...	—872	1,043	4,813
Establishment . . . . .	...	2,824	4,892	9,953	3,651	...	50	237	861
Tools and plant . . . . .	...	184	226	439	257	...	...	16	...
Suspense . . . . .	...	—4,227	...	—289	—380	...	...	96	228
<b>TOTAL</b>	...	68,601	15,784	26,404	16,048	...	—822	1,392	5,902
<i>Deduct—Outlay in England</i> . . . . . £	...	...	...	...	...	...	...	...	1,419
<i>Exchange</i> . . . . . Rx.	...	...	...	...	...	...	...	...	799
<b>NET INDIA</b>	...	68,601	15,784	26,404	16,048	...	—822	1,392	3,684
<i>Add—</i>									
England . . . . . £	80,866	...	...	...	...	...	...	...	...
Exchange . . . . . Rx.	45,537	...	...	...	...	...	...	...	...
<b>TOTAL</b>	126,403	68,601	15,784	26,404	16,048	...	—822	1,392	3,684
<b>CIVIL.</b>									
<i>Civil Buildings—</i>									
New works . . . . .	...	...	...	...	...	502	...	...	...
Repairs . . . . .	...	...	...	...	...	...	...	...	...
<i>Communications—</i>									
New works . . . . .	...	...	...	...	...	...	...	...	...
Repairs . . . . .	...	...	...	...	...	...	...	...	...
<i>Miscellaneous Public Improvements—</i>									
New works . . . . .	...	...	...	...	...	...	...	...	...
Repairs . . . . .	...	...	...	...	...	...	...	...	...
<b>TOTAL WORKS AND REPAIRS</b>	...	...	...	...	...	502	...	...	...
Establishment . . . . .	...	...	...	268	...	...	...	...	...
Tools and Plant . . . . .	...	...	...	...	...	...	...	...	...
<b>TOTAL CIVIL</b>	...	...	...	268	...	502	...	...	...
<b>TOTAL IMPERIAL</b>	126,403	68,601	15,784	26,672	16,048	502	—822	1,392	3,684
<b>Carried forward</b>	126,403	68,601	15,784	26,672	16,048	502	—822	1,392	3,684



DURING 1897-98.

Baluchistan.	TOTAL INDIA.	Central Provinces.	Burma.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
3,195	19,204	384	...	2,814	35,624	5,810	21,498	2,853	3,808	92,995
3,545	15,197	353	...	2,338	15,443	4,923	10,071	1,251	6,062	55,648
3,370	9,481	...	...	10,075	...	...	2,445	-145	10	21,866
5,390	29,088	...	...	...	...	...	1,811	...	116	31,015
204	57,004	407	...	...	...	...	626	...	192	58,229
279	390	...	...	...	...	...	111	...	433	934
16,073	190,364	1,144	...	15,227	52,067	10,743	36,562	3,959	10,621	260,687
3,938	26,406	170	...	3,495	11,130	2,360	5,668	902	2,155	52,276
226	1,348	11	...	227	715	154	362	59	140	3,016
...	-1,572	...	-10,842	...	68	...	-258	...	...	-15,604
20,237	153,546	1,325	-10,842	18,939	63,980	13,257	42,334	4,920	12,916	300,375
...	1,419	...	3	26	978	...	996	...	15	5,437
...	799	...	2	14	551	...	561	...	9	1,936
20,237	151,328	1,325	-10,847	18,899	62,451	13,257	40,777	4,920	12,892	295,002
...	...	...	...	...	...	...	...	...	...	80,866
...	...	...	...	...	...	...	...	...	...	45,537
20,237	151,328	1,325	-10,847	18,899	62,451	13,257	40,777	4,920	12,892	421,405
1,760	1,760	...	...	...	...	...	...	...	...	1,760
904	1,406	...	...	...	...	...	...	...	...	1,406
1,160	1,160	...	...	...	...	...	...	...	...	1,160
396	396	...	...	...	...	...	...	...	...	396
84	84	...	...	...	...	...	...	...	...	84
162	162	...	...	...	...	...	...	...	...	162
4,468	4,468	...	...	...	...	...	...	...	...	4,468
1,878	2,144	...	...	...	...	...	...	...	...	2,144
6	6	...	...	...	...	...	...	...	...	6
6,348	7,118	...	...	...	...	...	...	...	...	7,118
26,585	158,446	1,325	-10,847	18,899	62,451	13,257	40,777	4,920	12,892	428,523
26,585	158,446	1,325	-10,847	18,899	62,451	13,257	40,777	4,920	12,892	428,523

## DETAILED ACCOUNT OF EXPENDITURE

	INDIA.								
	England.	Director General of Military Works.	Rajpu- taua.	Central India.	Coorg.	Mysore.	Petroleum Borings at Sukkur and Kundra.	Hydera- bad.	Port Blair.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Brought forward	126,403	68,601	15,784	26,672	16,048	502	-822	1,392	3,684
PROVINCIAL.									
CIVIL WORKS.									
Departmental.									
Civil Buildings—									
New Works	•	•	•	•	•	•	•	•	•
Repairs	•	•	•	•	•	•	•	•	•
Communications—									
New Works	•	•	•	•	•	•	•	•	•
Repairs	•	•	•	•	•	•	•	•	•
Miscellaneous Public Improvements—									
New Works	•	•	•	•	•	•	•	•	•
Repairs	•	•	•	•	•	•	•	•	•
TOTAL WORKS AND REPAIRS	•	•	•	•	•	•	•	•	•
Establishment	•	•	•	•	•	•	•	•	•
Tools and Plant	•	•	•	•	•	•	•	•	•
Suspense	•	•	•	•	•	•	•	•	•
TOTAL	•	•	•	•	•	•	•	•	•
Civil.									
Civil Buildings—									
New Works	•	•	•	•	•	•	•	•	•
Repairs	•	•	•	•	•	•	•	•	•
Communications—									
New Works	•	•	•	•	•	•	•	•	•
Repairs	•	•	•	•	•	•	•	•	•
Miscellaneous Public Improvements—									
New Works	•	•	•	•	•	•	•	•	•
Repairs	•	•	•	•	•	•	•	•	•
TOTAL WORKS AND REPAIRS	•	•	•	•	•	•	•	•	•
Establishment	•	•	•	•	•	•	•	•	•
Tools and Plant	•	•	•	•	•	•	•	•	•
Miscellaneous	•	•	•	•	•	•	•	•	•
TOTAL	•	•	•	•	•	•	•	•	•
TOTAL PROVINCIAL	•	•	•	•	•	•	•	•	•
Carried forward	126,403	68,601	15,784	26,672	16,048	502	-822	1,392	3,684



DURING 1897-98—continued.

Baluchistan.	TOTAL INDIA.	Central Provinces.	Burma.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
26,585	158,446	1,325	-10,847	18,899	62,451	13,257	40,777	4,920	12,892	428,523
...	...	18,619	151,312	39,969	106,194	71,832	22,141	54,335	60,746	525,148
...	...	9,028	38,739	16,962	57,223	29,919	22,612	19,986	36,785	281,254
...	...	34,900	64,628	42,087	7,630	10,485	15,234	13,366	7,183	195,513
...	...	35,354	115,495	82,780	62,486	77,098	93,320	8,914	72,279	547,726
...	...	3,137	4,583	1,841	1,726	6,496	-2,289	5,744	789	22,027
...	...	...	3,156	1,296	5,801	583	5,212	1,838	3,628	21,514
...	...	101,038	377,913	184,935	241,060	196,413	156,230	104,183	181,410	1,543,182
...	...	47,266	112,328	41,442	71,075	84,637	66,102	51,691	83,805	558,346
...	...	549	5,119	3,117	2,429	-2,138	4,390	17,580	2,515	33,561
...	...	-353	11,259	6,742	-2,893	-11,324	-1,330	4,482	-802	5,781
...	...	148,500	506,619	236,236	311,671	267,588	225,392	177,936	266,928	2,140,870
...	...	...	...	...	136	449	...	4,607	...	5,192
...	...	...	...	...	281	4,447	...	1,312	...	6,040
...	...	...	...	219	1,197	187	...	215	...	1,818
...	...	...	...	795	4,615	1,422	...	5,800	...	12,632
...	...	...	...	7,994	365	3,422	...	22,013	...	33,794
...	...	...	...	...	449	8,091	...	306	...	8,846
...	...	...	...	9,008	7,043	18,018	...	34,253	...	68,322
...	...	1,069	1,373	1,490	3,167	5,139	2,970	...	696	15,904
...	...	...	...	704	70	159	...	...	...	933
...	...	1,149	20,230	31	...	4,098	5,441	200	840	31,989
...	...	2,218	21,603	11,233	10,280	27,414	8,411	34,453	1,536	117,148
...	...	150,718	523,222	247,469	321,951	295,002	233,803	212,389	268,464	2,258,018
26,585	158,446	152,043	517,375	266,368	384,402	308,259	274,580	217,309	281,356	2,686,541

## DETAILED ACCOUNT OF EXPENDITURE

	England.	INDIA.							
		Director General of Military Works.	Rajputana.	Central India.	Coorg.	Mysore.	Petroleum Boreings at Sukkur and Kundra.	Hyderabad.	Port Blair.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Brought forward	126,403	68,601	15,784	26,672	16,048	502	—822	1,392	3,684
INCORPORATED LOCAL.									
CIVIL WORKS.									
Departmental.									
Civil Buildings—									
New Works . . . . .	...	...	...	...	...	...	...	...	...
Repairs . . . . .	...	...	22	...	...	...	...	...	...
Communications—									
New Works . . . . .	...	...	356	...	1,076	...	...	...	...
Repairs . . . . .	...	...	979	...	971	...	...	...	...
Miscellaneous Public Improvements—									
New Works . . . . .	...	...	...	...	129	...	...	...	...
Repairs . . . . .	...	...	...	...	69	...	...	...	...
TOTAL WORKS AND REPAIRS	...	...	1,357	...	2,245	...	...	...	...
Establishment . . . . .	...	...	136	...	516	...	...	...	...
Tools and Plant . . . . .	...	...	20	...	34	...	...	...	...
Suspense . . . . .	...	...	...	...	...	...	...	...	...
TOTAL	...	...	1,513	...	2,795	...	...	...	...
Civil.									
Civil Buildings—									
New Works . . . . .	...	...	279	67	...	...	...	...	...
Repairs . . . . .	...	...	71	279	...	...	...	...	...
Communications—									
New Works . . . . .	...	...	50	...	...	...	...	...	...
Repairs . . . . .	...	...	8	283	...	...	...	...	...
Miscellaneous Public Improvements—									
New Works . . . . .	...	...	30	...	...	...	...	...	...
Repairs . . . . .	...	...	1	...	13	...	...	...	...
TOTAL WORKS AND REPAIRS	...	...	434	629	13	...	...	...	...
Establishment . . . . .	...	...	250	24	132	...	...	...	...
Tools and Plant . . . . .	...	...	...	...	...	...	...	...	...
Miscellaneous . . . . .	...	...	...	...	...	...	...	...	...
TOTAL	...	...	634	653	145	...	...	...	...
TOTAL INCORPORATED LOCAL	...	...	2,197	653	2,940	...	...	...	...
Carried forward	126,403	68,601	17,981	27,325	18,988	502	—822	1,392	3,684



DURING 1897-98—continued.

Beluchistan.	TOTAL INDIA.	Central Provinces.	Burma.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
26,585	158,440	152,043	517,375	266,368	384,402	308,259	274,580	217,309	281,356	2,686,541
...	...	230	3,460	342	...	3,303	4,529	1	3,052	14,917
...	22	...	479	247	...	5,122	8,278	...	304	14,452
...	1,432	3,584	12,116	23,554	...	28,829	12,530	667	28,054	110,766
...	1,950	4,536	14,094	34,851	...	69,666	30,249	3,157	58,183	216,686
...	129	—1	9,453	4,666	...	1,865	2,841	...	7,710	26,663
...	69	...	3,814	1,948	...	1,538	4,908	7	1,618	13,902
...	3,602	8,349	43,416	65,608	...	110,323	68,335	3,832	98,921	397,386
...	652	...	9,454	6,143	...	40,700	9,558	699	9,689	76,895
...	54	...	643	372	...	2,900	324	28	1,433	5,754
...	...	...	...	...	...	...	...	...	—259	—259
...	4,308	8,349	53,513	72,123	...	153,923	73,217	4,559	169,784	479,776
...	346	94	372	...	30,167	1,358	...	11,837	3,927	48,101
...	350	108	254	...	19,179	5,598	...	8,218	7,707	41,414
...	50	340	16,981	...	62,357	1,967	...	45,650	10,187	137,532
...	283	6,437	8,096	24	203,707	27,293	...	263,024	46,502	555,369
...	30	343	11,630	...	11,763	136	...	7,746	20,224	51,872
...	14	258	2,455	...	7,158	321	...	17,109	14,509	41,824
...	1,076	7,580	39,788	24	334,331	36,673	...	353,584	103,056	876,112
...	406	1,741	4,056	8	73,182	10,874	3,580	63,571	17,023	174,441
...	...	66	220	...	2,922	535	...	3,991	615	8,349
...	...	1,700	2,722	36	472	1,152	11,117	5,382	2,751	25,332
...	1,482	11,087	46,786	68	410,907	49,234	14,697	426,528	123,445	1,084,234
...	5,790	19,436	100,299	72,191	410,907	203,157	87,914	431,087	233,229	1,564,010
26,585	164,236	171,479	617,674	338,559	795,309	511,416	362,494	648,396	514,585	4,250,551

## DETAILED ACCOUNT OF EXPENDITURE

	England.	INDIA.							
		Director General of Military Works.	Rajputana.	Central India.	Coorg.	Mysore.	Petroleum Borings at Sukkur and Kundra.	Hyderabad.	Port Blair.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Brought forward	126,403	68,601	17,981	27,325	18,988	502	—822	1,392	3,684
EXCLUDED LOCAL.									
DEPARTMENTAL.*									
Civil Works.									
Civil Buildings—									
New Works . . . . .	...	...	...	...	...	...	...	...	...
Repairs . . . . .	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...
Communications—									
New Works . . . . .	...	...	...	...	...	...	...	...	...
Repairs . . . . .	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...
Miscellaneous Public Improvements—									
New Works . . . . .	...	...	...	...	...	...	...	...	...
Repairs . . . . .	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...
TOTAL WORKS AND REPAIRS	...	...	...	...	...	...	...	...	...
Establishment . . . . .	...	...	...	...	...	...	...	...	...
Tools and Plant . . . . .	...	...	...	...	...	...	...	...	...
Suspense . . . . .	...	...	...	...	...	...	...	...	...
TOTAL EXCLUDED LOCAL	...	...	...	...	...	...	...	...	...
Carried forward	126,403	68,601	17,981	27,325	18,988	502	—822	1,392	3,684

\* The outlay by Civil Officers



DURING 1897-98—continued.

Beluchistan.	TOTAL INDIA.	Central Provinces.	Burma.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
26,585	164,236	171,479	617,674	338,559	795,309	511,416	362,494	648,396	514,585	4,250,551
...	...	...	...	...	...	...	3,178	1,429	3,637	8,244
...	...	...	...	...	...	...	3,159	—29	261	3,391
...	...	...	...	...	...	...	6,337	1,400	3,893	11,635
...	...	...	...	...	...	...	...	...	523	523
...	...	...	...	...	...	...	895	...	581	1,426
...	...	...	...	...	...	...	895	...	1,054	1,949
...	...	...	...	...	...	...	18,238	4,729	48,502	71,469
...	...	...	...	...	...	...	26,154	772	2,127	29,053
...	...	...	...	...	...	...	44,392	5,501	50,629	100,522
...	...	...	...	...	...	...	51,624	6,901	55,581	114,106
...	...	...	...	...	...	...	3,345	4,440	2,231	10,016
...	...	...	...	...	...	...	53	384	114	551
...	...	...	...	...	...	...	...	...	—3,534	—3,534
...	...	...	...	...	...	...	55,022	11,725	54,392	121,139
26,585	164,236	171,479	617,674	338,559	795,309	511,416	417,516	660,121	568,977	4,371,690

from this source is not known.

## DETAILED ACCOUNT OF EXPENDITURE

	England.	INDIA.						
		Director General of Military Works.	Rajputana.	Central India.	Coorg.	Mysore.	Petroleum Borings at Sukkur and Kundra.	Hyderabad.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Brought forward	26,403	68,601	17,981	27,325	18,988	502	—822	1,392
CONTRIBUTIONS.								
DEPARTMENTAL.*								
<i>Civil Buildings—</i>								
New Works . . . . .	...	2,310	2,484	113	10	...	...	...
Repairs . . . . .	...	33	...	900	...	...	...	...
<i>Communications—</i>								
New Works . . . . .	...	...	2	1,453	...	...	...	...
Repairs . . . . .	...	1,042	274	1,170	125	...	...	...
<i>Miscellaneous Public Improvements—</i>								
New Works . . . . .	...	...	2,238	45	...	...	...	...
Repairs . . . . .	...	...	200	...	...	...	...	...
TOTAL WORKS AND REPAIRS	...	3,385	5,193	3,681	135	...	...	...
Establishment . . . . .	...	12	403	606	—15	...	...	...
Tools and Plant . . . . .	...	1	32	48	—1	...	...	...
TOTAL CONTRIBUTIONS	...	3,398	5,628	4,335	119	...	...	...
LOCAL LOANS.								
<i>Miscellaneous Public Improvements—</i>								
Works . . . . .	...	...	...	...	...	...	...	...
Establishment . . . . .	...	...	...	...	...	...	...	...
TOTAL LOCAL LOANS	...	...	...	...	...	...	...	...
GRAND TOTAL	126,403	71,999	23,609	1,660	19,107	502	—822	1,392

\* Outlay from this source by officers of other departments, is not known.

CALCUTTA ;  
Dated April 1899. }



DURING 1897-98—concluded.

Port Blair	Baluchis- tan.	TOTAL INDIA.	Central Provinces.	Burma.	Assam.	Bengal.	North- Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
3,684	26,585	164,236	171,479	617,674	338,559	795,309	511,416	417,516	660,121	568,977	4,371,690
...	...	4,917	1,030	708	482	11,569	1,723	536	146	6,794	27,905
...	...	933	18	9	...	1,252	342	68	...	537	3,159
...	...	1,455	168	...	...	662	356	1,946	—2	...	4,585
...	...	2,611	58	3	2,452	294	1,856	22	...	7	7,308
...	...	2,278	16,207	450	1,132	304	134	2,129	16,599	81	39,314
...	...	200	...	1,118	956	4	86	496	69	14	2,943
...	...	12,394	17,481	2,288	5,022	14,085	4,497	5,197	16,812	7,433	85,209
...	...	1,006	178	417	570	274	55	99	53	48	2,700
...	...	80	26	57	37	18	4	6	3	8	239
...	...	13,480	17,685	2,762	5,629	(a) 14,377	4,556	5,302	16,868	7,489	88,148
...	...	...	9,204	...	...	...	...	12,026	...	...	21,230
...	...	...	...	...	...	...	...	956	...	...	956
...	...	...	9,204	...	...	...	...	12,982	...	...	22,186
3,684	26,585	177,716	198,368	620,436	344,188	809,686	515,972	435,800	676,989	576,466	4,482,024

(a) Includes the following contributory outlay on Excluded Local Fund (Darjeeling Improvement Fund) Works:—

Communications—New Works	215
Repairs	294
Miscellaneous Public Improvements—Works	80
Repairs	4
Establishment	122
Tools and Plant	9
	724

A. R. BECHER,  
Accountant General, P. W. Dept.

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*Abstract by Funds and Provinces of the Expenditure on Famine Relief Works in India during 1897-98 compared with the Budget and Revised Estimates for the year.*

REVENUE.				Funds and Provinces.	For details, see page	EXPENDITURE.			
Accounts, 1896-97.	1897-98.					1897-98.			Accounts, 1896-97.
	Budget Estimate.	Revised Estimate.	Accounts.			Accounts.	Revised Estimate.	Budget Estimate.	
Rx.	Rx.	Rx.	Rx.			Rx.	Rx.	Rx.	Rx.
				IMPERIAL.					
				Central Provinces . . . . .		917,184	915,000	400,000	167,950
				Burma . . . . .		...	...	...	53,628
				Bengal . . . . .		196,396	200,000	422,600	...
				North-Western Provinces and Oudh . . . . .		726,511	724,000	500,000	779,960
				Punjab . . . . .		...	...	122,500	24,300
				Madras . . . . .		656,965	668,600	...	...
				Bombay . . . . .		711,641	731,500	500,000	300,153
						3,208,697	3,239,100	1,945,100	1,325,991
				Add—England . . . . .		1,338	600	...	318
				Exchange . . . . .		754	300	...	210
				TOTAL IMPERIAL . . . . .		3,210,789	3,240,000	1,945,100	1,326,519
				PROVINCIAL.					
				Burma . . . . .		58,456	58,300	60,000	...
				Bengal . . . . .		—1,846	...	...	31,978
				Punjab . . . . .		82,208	100,000	...	30,507
				Madras . . . . .		...	...	104,100	33,131
				TOTAL PROVINCIAL . . . . .		138,818	158,300	164,100	95,616
				INCORPORATED LOCAL.					
				Punjab . . . . .		2,760	11,500	41,000	27,249
				EXCLUDED LOCAL.					
				Punjab . . . . .		3,923	...	...	3,078
				GRAND TOTAL . . . . .		3,356,290	3,409,800	2,150,200	1,452,462



*Detailed Account of Expenditure on Famine Relief Works during 1897-98.*

	Central Provinces.	Burma.	Bengal.	N.-W. P.	Punjab.	Madras.	Bombay.	TOTAL.
IMPERIAL.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
CIVIL WORKS.								
Civil Buildings—								
Works . . . . .	9	...	1,095	207	...	...	(a) 10,471	11,782
Repairs . . . . .	117	...	...	...	...	...	...	117
Communications—								
Works . . . . .	724,106	...	67,083	281,822	...	164,954	318,838	1,556,803
Repairs . . . . .	77,220	...	...	15,278	...	384,868	67,038	544,404
Miscellaneous Public Improve- ments—								
Works . . . . .	3,163	...	35,367	406,040	...	1,039	364	445,973
Repairs . . . . .	188	...	...	...	...	5,532	...	5,720
Establishment . . . . .	55,483	...	33,000	19,245	...	27,604	(b) 86,664	221,996
Tools and Plant . . . . .	56,898	...	11,310	5,825	...	21,906	10,773	106,712
Suspense . . . . .	...	...	55	-2,773	...	...	-409	-3,127
Irrigation Works—								
Works . . . . .	...	...	31,256	903	...	26,659	119,793	178,611
Repairs . . . . .	...	...	69	...	...	21,229	808	22,106
Establishment . . . . .	...	...	2,258	5	...	...	(c) 11,318	13,581
Tools and Plant . . . . .	...	...	830	-41	...	...	3,727	4,516
Suspense . . . . .	...	...	47	...	...	...	...	47
Construction of Railways—								
East Coast Railway . . . . .	...	...	...	...	...	4,340	...	4,340
Tapti Valley Railway . . . . .	...	...	...	...	...	...	3,505	3,505
Barsi-Pandharpur Railway . . . . .	...	...	...	...	...	...	79,677	79,677
Sakri-Jainagar Railway . . . . .	...	...	12,769	...	...	...	...	12,769
Bettiah-Pagaha Railway . . . . .	...	...	1,257	...	...	...	...	1,257
TOTAL IMPERIAL	917,184	...	196,396	726,511	...	658,131	712,567	3,210,789
PROVINCIAL.								
CIVIL WORKS.								
Civil Buildings—								
Works . . . . .	...	42	...	...	...	...	...	42
Communications—								
Works . . . . .	...	2,953	...	...	-9	...	...	2,944
Repairs . . . . .	...	...	...	...	807	...	...	807
Miscellaneous Public Improve- ments—								
Works . . . . .	...	...	...	...	9,391	...	...	9,391
Repairs . . . . .	...	...	...	...	38,974	...	...	38,974
Establishment . . . . .	...	...	...	...	916	...	...	916
Tools and Plant . . . . .	...	1,874	...	...	-1,096	...	...	778
Suspense . . . . .	...	...	-1,636	...	...	...	...	-1,636
Irrigation Works—								
Works . . . . .	...	990	-170	...	34,259	...	...	35,079
Establishment . . . . .	...	72	...	...	1,546	...	...	1,618
Tools and Plant . . . . .	...	142	...	...	-2,482	...	...	-2,340
Suspense . . . . .	...	...	-40	...	-98	...	...	-138
Construction of Railways—								
Meiktila-Myingan Railway . . . . .	...	52,383	...	...	...	...	...	52,383
TOTAL PROVINCIAL	...	58,456	-1,846	...	82,208	...	...	188,518
INCORPORATED LOCAL.								
CIVIL WORKS.								
Communications—								
Works . . . . .	...	...	...	...	127	...	...	127
Repairs . . . . .	...	...	...	...	-105	...	...	-105
Miscellaneous Public Improve- ments—								
Works . . . . .	...	...	...	...	267	...	...	267
Repairs . . . . .	...	...	...	...	2,206	...	...	2,206
Establishment . . . . .	...	...	...	...	402	...	...	402
Tools and Plant . . . . .	...	...	...	...	-137	...	...	-137
TOTAL INCORPORATED LOCAL	...	...	...	...	2,760	...	...	2,760
EXCLUDED LOCAL.								
Miscellaneous Public Improve- ments—								
Works . . . . .	...	...	...	...	3,543	...	...	3,543
Repairs . . . . .	...	...	...	...	375	...	...	375
Establishment . . . . .	...	...	...	...	5	...	...	5
TOTAL EXCLUDED LOCAL	...	...	...	...	3,923	...	...	3,923
GRAND TOTAL	917,184	58,456	194,550	726,511	88,891	658,131	712,567	3,356,290

(a) Military Works.  
 (b) Includes Rx. 72,762 on account of gratuitous relief.  
 (c) Do. Rx. 2,223 do. do.

Accompaniment to Accountant General, P. W. D., No. 0105 G., dated the March 1899.

## APPENDIX.

Detailed account of expenditure of the Public Works Department from Excluded Local Funds during 1897-98:—

CIVIL BUILDINGS.	Bengal.	Punjab.	Madras.	Bombay.	TOTAL.
<i>New Works.</i>	Rx.	Rx.	Rx.	Rx.	Rx.
Political Agency . . . . .	...	...	...	171	171
Land Revenue . . . . .	...	...	...	...	...
Educational . . . . .	...	878	17	767	1,662
Law and Justice . . . . .	...	...	...	6	6
Police . . . . .	...	252	...	205	457
Medical . . . . .	...	1,907	...	2,073	3,980
Light-houses . . . . .	...	...	121	...	121
Miscellaneous . . . . .	...	141	1,291	415	1,847
<i>Deduct—Contributions . . . . .</i>	...	3,178	1,429	3,637	8,244
<b>TOTAL . . . . .</b>	...	3,178	1,429	3,637	8,244
<i>Repairs.</i>					
Customs . . . . .	...	...	...	10	10
Land Revenue . . . . .	...	134	...	...	134
Excise . . . . .	...	6	...	...	6
Educational . . . . .	...	894	—103	...	791
Law and Justice . . . . .	...	31	...	...	31
Light-houses . . . . .	...	...	—8	...	—8
Ecclesiastical . . . . .	...	1	...	...	1
Police . . . . .	...	671	...	18	689
Medical . . . . .	1	1,343	...	203	1,547
Miscellaneous . . . . .	...	79	82	30	191
<i>Deduct—Contributions . . . . .</i>	1	3,159	—29	261	3,392
<b>TOTAL . . . . .</b>	...	3,159	—29	261	3,391
COMMUNICATIONS.					
<i>Works.</i>					
<b>Metalled Roads—</b>					
Bridged and drained throughout . . . . .	...	...	...	—361	—361
Partially bridged and drained . . . . .	...	...	...	64	64
<b>Unmetalled Roads—</b>					
Bridged and drained throughout . . . . .	...	...	...	63	63
Partially bridged and drained . . . . .	...	...	...	766	766
<b>Roads—</b>					
Banked and surfaced with "muram" or similar material, but not drained . . . . .	...	...	...	...	...
Banked but not surfaced, partially bridged and drained . . . . .	...	...	...	...	...
Cleared, partially bridged and drained . . . . .	...	...	...	...	...
Cleared only . . . . .	...	...	...	1	1
Boat-bridges and ferries . . . . .	...	...	...	...	...
Accommodation for travellers . . . . .	215	...	...	...	215
Arboriculture . . . . .	...	...	...	...	...
Miscellaneous . . . . .	...	...	...	...	...
<i>Deduct—Contributions . . . . .</i>	215	...	...	523	738
<b>TOTAL . . . . .</b>	...	...	...	523	523
<b>Carried forward . . . . .</b>	...	6,337	1,400	4,421	12,158



## APPENDIX.

	Bengal.	Punjab.	Madras.	Bombay.	TOTAL.
	Rx.	Rx.	Rx.	Rx.	Rx.
Brought forward .	...	6,337	1,400	4,421	12,158
<i>Repairs.</i>					
Metalled Roads—					
Bridged and drained throughout . . . . .	...	...	...	299	299
Partially bridged and drained . . . . .	...	14	...	130	144
Unmetalled Roads—					
Bridged and drained throughout . . . . .	...	...	...	78	78
Partially bridged and drained . . . . .	...	102	...	24	126
Roads—					
Banked or surfaced with "muram" or similar material, but not drained . . . . .	...	...	...	...	...
Banked but not surfaced, partially bridged and drained . . . . .	...	...	...	...	...
Cleared, partially bridged and drained . . . . .	...	...	...	...	...
Cleared only . . . . .	...	...	...	...	...
Boat-bridges and ferries . . . . .	...	...	...	...	...
Accommodation for travellers . . . . .	294	231	...	...	525
Miscellaneous . . . . .	...	...	...	...	...
Arboriculture . . . . .	...	548	...	...	548
	294	895	...	531	1,720
<i>Deduct—Contributions</i> . . . . .	294	...	...	...	294
<b>TOTAL</b> . . . . .	...	895	...	531	1,426
<b>MISCELLANEOUS PUBLIC IMPROVEMENTS.</b>					
<i>New Works.</i>					
Improvements to towns . . . . .	...	2,342	...	...	2,342
Markets . . . . .	...	990	...	1,218	2,208
Paving and streets . . . . .	...	4,006	...	1	4,007
Water-supply . . . . .	80	2,130	—1	46,820	49,029
Sewage and drainage . . . . .	...	6,404	...	—3	6,401
Harbours . . . . .	...	...	33	45	78
Light-houses . . . . .	...	...	...	4	4
Conservancy . . . . .	...	808	...	...	808
Lighting . . . . .	...	22	4,084	...	4,106
Miscellaneous . . . . .	...	1,536	613	417	2,566
<b>TOTAL</b> . . . . .	80	18,238	4,729	48,502	71,549
<i>Deduct—Contributions</i> . . . . .	80	...	...	...	80
<b>TOTAL</b> . . . . .	...	18,238	4,729	48,502	71,469
<i>Repairs.</i>					
Improvements to towns . . . . .	...	2,840	...	...	2,840
Markets . . . . .	...	759	...	...	759
Paving and streets . . . . .	...	14,693	...	...	14,693
Water-supply . . . . .	4	3,675	...	725	4,404
Sewage and drainage . . . . .	...	3,080	...	26	3,106
Harbours . . . . .	...	...	638	1,229	1,862
Light-houses . . . . .	...	...	...	137	137
Conservancy . . . . .	...	866	...	...	866
Lighting . . . . .	...	5	137	...	142
Miscellaneous . . . . .	...	236	2	10	248
<b>TOTAL</b> . . . . .	4	26,154	772	2,127	29,057
<i>Deduct—Contributions</i> . . . . .	4	...	...	...	4
<b>TOTAL</b> . . . . .	...	26,154	772	2,127	29,053
Total Works and Repairs . . . . .	...	51,624	6,901	55,581	114,106
Establishment . . . . .	...	3,345	4,440	2,231	10,016
Tools and Plant . . . . .	...	53	384	114	551
Suspense . . . . .	...	...	...	—3,534	—3,534
<b>TOTAL</b> . . . . .	...	55,022	11,725	54,392	121,139

## APPENDIX.

Detailed account of expenditure from Contributions and Local Loans on works carried out through the agency of the Public Works Department during 1897-98 :—

	Military Works Department.	Rajputana.	Central India.	Coorg.	Central Prov- inces.	Burma.	Assam.	Bengal.	North Western Provinces & Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
<b>CIVIL BUILDINGS.</b>													
<i>New Works.</i>													
Customs . . . . .	...	...	...	...	...	260	...	...	...	...	...	...	260
Land Revenue . . . . .	...	...	...	...	...	...	...	...	100	...	...	...	100
Engles . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
Opium . . . . .	...	...	44	...	...	...	...	...	...	...	...	...	44
Residences for Local Governments and Secre- tariat Offices . . . . .	...	...	25	...	20	...	...	...	...	...	...	...	45
Political Agencies . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
Minor Departments . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
Educational . . . . .	...	...	...	...	13	8	466	3,568	...	61	...	...	61
Law and Justice . . . . .	...	...	...	...	...	3	...	74	...	300	182	3,024	7,550
Ecclesiastical . . . . .	420	2,473	...	10	...	...	...	1,243	277	50	...	764	5,237
Jails . . . . .	...	...	43	...	...	...	6	...	...	64	...	...	119
Police . . . . .	...	...	...	...	...	10	...	...	...	53	...	...	63
Medical . . . . .	...	11	...	...	997	40	5	6,640	1,325	8	...	3,006	12,044
Miscellaneous . . . . .	1,871	...	...	...	...	387	6	45	18	...	- 30	...	2,291
Telegraph . . . . .	19	...	...	...	...	...	...	...	...	...	...	...	19
<b>TOTAL . . . . .</b>	<b>2,310</b>	<b>2,484</b>	<b>113</b>	<b>10</b>	<b>1,600</b>	<b>708</b>	<b>482</b>	<b>11,609</b>	<b>1,723</b>	<b>536</b>	<b>146</b>	<b>6,794</b>	<b>27,905</b>
<i>Repairs.</i>													
Post office . . . . .	...	...	5	...	...	...	...	...	...	...	...	...	5
Excise . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
Opium . . . . .	...	...	37	...	...	...	...	...	...	...	...	...	37
Viceroyal residences . . . . .	...	...	...	...	...	...	...	884	...	...	...	...	884
Residences for Local Governments . . . . .	...	...	72	...	18	...	...	...	...	...	...	...	90
Minor Departments . . . . .	...	...	...	...	...	...	...	...	84	...	...	305	389
Educational . . . . .	...	...	...	...	...	...	...	3	...	...	...	160	163
Law and Justice . . . . .	...	...	...	...	...	...	...	...	...	...	...	4	4
Jails . . . . .	...	...	...	...	...	...	...	...	...	19	...	...	19
Police . . . . .	...	...	...	...	...	9	...	...	...	3	...	...	12
Ecclesiastical . . . . .	9	...	...	...	...	...	...	117	...	...	...	69	195
Medical . . . . .	...	...	...	...	...	...	...	1	117	1	...	...	119
Miscellaneous . . . . .	24	...	786	...	...	...	...	217	141	46	...	...	1,241
<b>TOTAL . . . . .</b>	<b>33</b>	...	<b>900</b>	...	<b>18</b>	<b>9</b>	...	<b>1,262</b>	<b>342</b>	<b>68</b>	...	<b>537</b>	<b>2,169</b>
<b>COMMUNICATIONS.</b>													
<i>Works.</i>													
<i>Metalled Roads—</i>													
Bridged and drained throughout . . . . .	...	1	...	...	...	...	...	447	356	11	- 2	...	813
Partially bridged and drained . . . . .	...	...	1,414	...	...	...	...	...	...	...	...	...	1,414
<i>Unmetalled Roads—</i>													
Bridged and drained throughout . . . . .	...	...	...	...	...	...	...	...	...	1,934	...	...	1,934
Partially bridged and drained . . . . .	...	1	...	...	...	...	...	...	...	1	...	...	2
<i>Roads—</i>													
Banked and surfaced with "muram" or similar material, but not drained . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
Banked but not surfaced, partially bridged and drained . . . . .	...	...	...	...	20	...	...	...	...	...	...	...	20
Cleared, partially bridged and drained . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
Cleared only . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
Boat bridges and ferries . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
Accommodation for travellers . . . . .	...	...	39	...	146	...	...	215	...	...	...	...	400
Miscellaneous . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
Arboriculture . . . . .	...	...	...	...	2	...	...	...	...	...	...	...	2
<b>TOTAL . . . . .</b>	...	<b>2</b>	<b>1,453</b>	...	<b>168</b>	...	...	<b>682</b>	<b>356</b>	<b>1,940</b>	<b>- 2</b>	...	<b>4,536</b>
<b>Carried forward . . . . .</b>	<b>2,343</b>	<b>2,486</b>	<b>2,466</b>	<b>10</b>	<b>1,216</b>	<b>717</b>	<b>482</b>	<b>13,883</b>	<b>2,421</b>	<b>2,550</b>	<b>144</b>	<b>7,331</b>	<b>36,640</b>



## APPENDIX.

	Military Works Department.	Rajputana.	Central India.	Coorg.	Central Prov. Inces.	Burma.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Brought forward	2,343	2,486	2,466	10	1,216	717	483	13,483	2,421	2,550	144	7,331	36,640
COMMUNICATIONS—contd.													
Repairs.													
Metalled Roads—													
Bridged and drained throughout	1,042	285	141	...	58	2	...	...	399	...	...	7	1,906
Partially bridged and drained	...	...	867	...	...	...	...	...	307	...	...	...	1,114
Unmetalled Roads—													
Bridged and drained throughout	...	...	...	...	...	...	2,410	...	...	22	...	...	2,432
Partially bridged and drained	...	...	...	125	...	...	42	...	...	...	...	...	167
Roads—													
Banked or surfaced with "muram" or similar material, but not drained	...	18	...	...	...	...	...	...	...	...	...	...	18
Banked but not surfaced, partially bridged and drained	...	...	...	...	...	...	...	...	...	...	...	...	...
Cleared, partially bridged and drained	...	...	...	...	...	...	...	...	...	...	...	...	...
Cleared only	...	...	...	...	...	...	...	...	...	...	...	...	...
Boats, bridges and ferries	...	...	192	...	...	...	...	...	1,089	...	...	...	1,281
Accommodation for travellers	...	...	7	...	...	...	...	294	61	...	...	...	355
Arboriculture	...	...	23	...	...	...	...	...	...	...	...	...	23
Minor and unforeseen works and repairs	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	1,042	274	1,170	135	58	3	2,452	294	1,856	22	...	7	7,300
MISCELLANEOUS PUBLIC IMPROVEMENTS.													
New Works.													
Improvements to towns	...	...	...	...	...	...	...	...	134	...	...	...	134
Markets	...	...	28	...	...	...	...	...	...	...	...	...	28
Paving and streets	...	...	...	...	...	...	...	...	...	...	...	...	...
Water-supply	...	2,092	17	...	23,959	10	964	50	...	746	13,604	3	41,395
Sewage and drainage	...	...	...	...	1,462	...	111	...	...	5,068	3,055	...	9,796
Harbours	...	...	...	...	...	415	...	...	...	...	...	...	415
Light-houses	...	...	...	...	...	...	...	...	...	...	...	...	...
Conservancy	...	...	...	...	...	...	...	...	...	...	...	...	...
Lighting	...	...	...	...	...	...	...	...	...	...	...	...	...
Miscellaneous	...	141	...	...	...	25	67	234	...	8,341	...	78	8,805
TOTAL	...	2,233	45	...	25,411	480	1,132	304	134	14,155	16,699	81	60,644
Repairs.													
Improvements to towns	...	...	...	...	...	...	...	...	...	...	...	...	...
Markets	...	...	...	...	...	24	...	...	...	...	...	...	24
Paving and streets	...	...	...	...	...	...	...	...	...	...	...	14	14
Water-supply	...	198	...	...	...	25	946	4	47	253	...	...	1,479
Sewage and drainage	...	...	...	...	...	43	...	...	39	...	20	...	103
Harbours	...	...	...	...	...	653	...	...	...	...	...	...	653
Light-houses	...	...	...	...	...	...	...	...	...	...	...	...	...
Conservancy	...	...	...	...	...	...	...	...	...	...	...	...	...
Lighting	...	...	...	...	...	...	...	...	...	...	...	...	...
Miscellaneous	...	2	...	...	...	373	8	...	...	243	49	...	675
TOTAL	...	200	...	...	...	1,118	956	4	86	496	69	14	2,643
Total Works and Repairs	3,385	5,103	3,681	135	26,656	2,288	5,022	14,085	4,497	17,223	16,812	7,403	106,489
Establishment	12	403	606	—15	178	417	570	274	66	1,055	83	46	3,659
Tools and Plant	1	32	48	—1	26	57	87	18	4	6	3	8	239
Suspense	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	3,398	5,528	4,335	119	(a) 26,860	2,762	5,629	14,377	4,566	(b) 18,284	16,903	7,457	110,427

(a) Includes Miscellaneous Public Improvements—Works

(b) Do.

do.

Works

Establishment

Rx. 9,204 on account of Local Loans.

" 12,026

" 966

12,992

do.

85.

## No. 62E.—Classified Abstract of Expenditure from Imperial Funds on Civil Buildings—Works.

PROVINCES.	Forest.	Customs.	Salt.	Opium.	Mint.	Post Offices.	Telegraph.	Viceroyal Residences.	Secretariat Offices of the Government of India.	Treasury and Currency Buildings.	Land Revenue Buildings.	Excise Buildings.	Residences for Local Government and Secretariat Offices.	Board of Revenue Buildings.	Political Agencies.	Stamp and Stationery Office.	Minor Departments.	Educational.	Religious.	Law and Justice.	Jails.	Police.	Medical.	Miscellaneous.	GRAND TOTAL.	Deduct Outlay from Contributions.	Net Total.	
Director-General, Military Works	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	
Rajputana	...	...	...	...	...	153	21	...	...	...	35	...	149	...	...	...	...	...	7,922	12	...	...	...	...	1,872	9,980	2,310	7,670
Central India	...	...	...	44	...	8	17	...	...	...	86	...	64	...	52	...	...	...	766	40	60	168	53	85	4,675	2,484	2,191	
Coorg	...	...	...	...	...	40	16	...	...	...	681	22	29	...	...	...	...	...	...	8	583	...	38	144	1,075	113	962	
Hyderabad	...	...	...	...	...	5	...	...	...	...	...	...	58	...	...	...	...	...	45	10	...	163	73	...	75	1,103	10	1,093
Port Blair	...	...	...	...	...	211	38	...	...	...	...	...	...	...	...	...	...	...	112	...	...	...	...	...	...	419	...	419
Baluchistan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3,674	...	...	...	3,674	...	3,674
Central Provinces	4	...	...	...	...	31	41	...	...	...	...	...	...	...	1,325	...	...	...	...	...	147	...	1,010	7	627	3,195	...	3,195
Assam	...	...	...	...	...	371	13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	384	...	384
Bengal	...	...	...	...	...	1,025	1,790	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,814	...	2,814
N.-W. P. and Oudh	7	...	...	3,706	...	28,379	620	2,491	661	1,101	...	...	...	...	...	...	...	...	...	...	...	...	...	...	176	36,624	...	36,624
Punjab	...	...	...	...	...	251	56	98	198	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5,810	...	5,810
Madras	...	...	12	...	...	337	101	7,023	10,418	...	...	...	...	...	2,865	...	1,206	...	...	...	...	...	...	...	755	21,498	...	21,498
Bombay	...	91	1,737	25	...	473	1,072	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,853	...	2,853
	...	...	...	...	...	804	843	...	...	84	...	...	...	...	36	...	...	...	...	...	66	...	122	...	...	3,808	...	3,808
TOTAL	11	91	3,773	4,884	...	32,088	4,631	9,611	11,277	1,245	802	22	300	...	4,278	...	2,792	811	11,332	273	4,486	1,373	98	3,734	97,912	4,917	92,995	



No. 62F.—Classified Abstract of Expenditure from Imperial Funds on Repairs to Civil Buildings.

PROVINCES.	Forest.	Customs.	Salt.	Opium.	Mint.	Post Offices.	Telegraph.	Vice-regal Residences.	Secretariat Offices of the Government of India.	Treasury and Currency Buildings.	Land Revenue Buildings.	Excise Buildings.	Residences for Local Government and Secretariat Offices.	Board of Revenue Buildings.	Political Agencies.	Stamp Office and Stationery.	Minor Departments.	Educational.	Ecclesiastical.	Law and Justice.	Jails.	Police.	Medical.	Miscellaneous.	Grand Total.	Defunct Outlay from Contributions.	Net Total.	
Director-General, Military Works . . .	..	..	..	..	..	36	31	..	..	..	..	..	..	..	31	..	..	..	4,824	10	..	..	..	..	117	5,049	33	5,016
Rajputana . . .	9	..	..	5	..	94	110	..	..	..	32	..	536	..	67	..	4	..	390	190	258	117	247	..	642	2,701	..	2,701
Central India . . .	..	..	..	37	..	158	49	..	..	..	23	..	357	..	339	..	..	..	..	124	20	186	9	39	994	2,335	900	1,435
Coorg . . .	..	..	..	..	..	13	8	..	..	..	332	15	—13	..	..	..	..	..	39	10	5	121	55	18	134	737	..	737
Hyderabad . . .	..	..	..	..	..	127	35	..	..	..	..	..	422	..	..	..	..	..	40	..	..	..	..	..	..	624	..	624
Poori Blair . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,139	..	..	..	..	1,139	..	1,139
Baluchistan . . .	37	..	..	..	..	56	70	..	..	..	..	..	..	..	1,227	..	..	..	5	122	69	849	103	1,007	3,545	..	3,545	
Central Provinces . . .	..	..	..	..	..	220	133	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	353	..	353
Assam . . .	..	..	..	..	..	704	1,632	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	2,338	..	2,338
Bengal . . .	..	..	1,128	1,408	1,199	1,610	1,223	6,771	1,145	293	..	..	..	..	505	..	1	..	..	..	..	..	..	..	974	16,327	884	15,443
N.W. P. and Oudh . . .	95	40	..	2,478	..	1,472	357	126	38	10	..	..	..	..	..	..	261	..	56	..	..	..	..	..	..	4,933	2	4,933
Punjab . . .	..	..	..	..	..	1,448	541	5,284	1,227	..	..	..	..	..	301	..	..	..	..	..	..	..	..	..	1,272	10,073	..	10,071
Madras . . .	..	..	37	..	..	877	337	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,251	..	1,251
Bombay . . .	..	30	3,636	9	347	1,218	477	..	..	59	..	..	..	..	138	..	..	..	..	19	20	35	15	59	..	6,062	..	6,062
Total . . .	141	70	4,801	3,937	1,546	8,093	5,073	12,181	2,410	362	387	15	1,302	..	2,608	..	268	429	5,249	434	1,652	1,195	175	5,799	57,467	1,819	55,648	

No. 62G.—Classified Abstract of Expenditure from Imperial Funds on Roads and other Works of Communication.

PROVINCES.	METALLED ROADS.		UNMETALLED ROADS.		ROADS.				Accommoda- tion for travellers.	Arboricul- ture.	GRAND TOTAL.	Deduct Outlay from Contributions.	NET TOTAL.
	Bridged and drained throughout.	Partially bridged and drained.	Bridged and drained throughout.	Partially bridged and drained.	Banked, but not surfaced, partially bridged and drained.	Cleared, partially bridged and drained.	Cleared only.						
								Rx.					
Rajputana	9	1,681	4	133	...	...	...	24	...	1,851	...	1,849	
Central India	1,159	1,520	...	...	...	...	...	39	...	2,718	...	2,718	
Coorg	1,116	...	3	980	...	...	...	898	...	2,997	...	2,997	
Baluchistan	...	1,107	...	497	...	1,493	...	278	...	3,370	...	3,370	
Assam	...	...	...	10,075	...	...	...	...	...	10,075	...	10,075	
Punjab	15	150	...	2,246	...	...	1	33	...	2,445	...	2,445	
Madras	—145	...	...	...	...	...	...	...	...	—145	...	—145	
Bombay	...	...	...	...	...	...	...	10	...	10	...	10	
TOTAL	2,154	4,458	7	13,931	...	1,493	1	1,377	...	23,321	1,455	21,866	

No. 62H.—Classified Abstract of Expenditure from Imperial Funds on Repairs to Roads and other Works of Communication.

PROVINCE.	METALLED ROADS.		UNMETALLED ROADS.		ROADS.						Arboricul- ture.	Accommoda- tion for travelers.	GRAND TOTAL.	Deduct Outlay from Contributions.	NET TOTAL.	
	Bridged and drained throughout.	Partially bridged and drained.	Bridged and drained throughout.	Partially bridged and drained.	Banked and surfaced with "M" drain or similar material, but not drained.	Banked, but not surfaced, partially bridged and drained.	Cleared, partially bridged and drained.	Cleared only.								
									Rx.	Rx.						Rx.
Director-General, Military Works																
Rajputana	1,318	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Central India	1,516	1,889	12	309	18	...	141	13	...	...	...	...	...	...	...	...
Coorg	6,168	7,163	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Baluchistan	4,166	709	...	2,088	...	...	...	...	...	...	...	...	...	...	...	...
Punjab	...	2,073	...	535	...	...	1,829	...	...	...	...	...	...	...	...	...
Bombay	...	...	...	...	285	1,526	...	...	...	...	...	...	...	...	...	...
TOTAL	13,168	11,834	12	2,932	303	1,526	1,970	116	192	1,316	257	33,626	2,611	31,015		



No. 62I.—Classified Abstract of Expenditure from Imperial Funds on Works of Miscellaneous Public Improvements.

PROVINCES.	Improvements to towns.	Markets.	Paving and streets.	Water-supply.	Sewage and drainage.	Harbours.	Light-houses.	Petroleum operations.	Mines.	Miscellaneous.	GRAND TOTAL.	Deduct Outlay from Contributions.	NET TOTAL.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Director-General, Military Works	...	...	...	56,858	...	...	...	...	...	...	56,858	...	56,858
Rajputana	...	...	...	2,092	...	...	...	...	...	141	2,233	2,233	...
Central India	...	28	...	17	...	...	...	...	...	...	45	45	...
Coorg	...	...	...	724	...	...	...	...	...	...	724	...	724
Baluchistan	...	...	...	223	...	...	...	...	71	...	294	...	294
Petroleum Borings at Sekkur and Kundra	...	...	...	...	...	...	...	-872	...	...	-872	...	-872
Central Provinces	...	...	...	...	...	...	...	...	407	...	407	...	407
Punjab	...	...	...	626	...	...	...	...	...	...	626	...	626
Bombay	...	...	...	192	...	...	...	...	...	...	192	...	192
TOTAL	...	28	...	60,792	...	...	...	-872	478	141	60,507	2,278	58,229

No. 62J.—Classified Abstract of Expenditure from Imperial Funds on Repairs to Works of Miscellaneous Public Improvements.

PROVINCES.	Improvements to towns.	Markets.	Paving and streets.	Water-supply.	Sewage and drainage.	Harbours.	Light-houses.	Mines.	Miscellaneous.	GRAND TOTAL.	Deduct Outlay from Contributions.	NET TOTAL.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Rajputana	...	...	...	198	...	...	...	...	2	200	200	...
Coorg	...	...	...	111	...	...	...	...	...	111	...	111
Baluchistan	19	...	...	260	...	...	...	...	...	279	...	279
Punjab	...	...	...	49	...	...	...	...	62	111	...	111
Bombay	...	...	...	2	...	427	1	...	3	433	...	433
TOTAL	19	...	...	620	...	427	1	...	67	1,131	200	931

No. 62 K.—Classified Abstract of Expenditure from Provincial Funds on Civil Buildings—Works.

PROVINCES.	Forest.	Customs.	Post offices.	Telegraph.	Treasury and Currency buildings.	Land Revenue buildings.	Excise buildings.	Residences for local Government and Secretariat offices.	Board of Revenue buildings.	Political Agencies.	Stamp and Stationery offices.	Minor Departments.	Educational.	Eccelesiastical.	Law and Justice.	Jails.	Police.	Medical.	Registration.	Printing.	Marine.	Public Works buildings.	Miscellaneous.	Grand Total.	Deduct Outlay from Contributions.	Net Total.
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Central Provinces	24	889	945	2,097	10	2,291	2,981	381	...	156	...	19	1,084	241	3,494	2,433	3,569	1,465	...	416	...	1,233	9	19,650	1,031	18,619
Burma	81	...	...	...	96	5,163	...	1,333	...	1,231	...	...	2,316	813	17,522	26,819	54,045	6,350	...	...	363	...	3,495	29,587	708	151,312
Assam	...	...	...	...	...	...	53	2,135	...	...	...	...	1,592	453	9,700	6,654	1,391	599	...	...	...	...	3,582	11,564	483	39,969
Bengal	54	210	...	...	...	6,577	3,615	6,804	32	...	9	-780	12,331	1,833	20,314	10,996	2,186	50,942	352	...	...	545	1,543	117,763	11,569	106,194
North-Western Provinces and Oudh	...	...	...	...	...	10,853	1,820	30,034	125	...	...	539	4,341	1,157	8,337	6,286	7,313	1,617	121	30	...	234	50	72,857	1,025	71,832
Punjab	...	...	...	...	...	4,274	582	1,796	305	75	...	268	1,033	945	947	4,248	2,82	2,101	...	52	...	642	1,994	22,077	536	22,141
Madras	144	...	...	...	48	27,297	...	2,637	15	...	...	-38	8,109	62	3,509	2,272	3,020	1,148	...	...	...	3,410	119	54,481	146	54,385
Bombay	207	510	...	...	...	11,045	1,066	1,880	...	274	...	...	5,197	1,247	8,363	1,045	6,555	27,816	...	353	...	448	396	67,540	6,794	60,746
TOTAL	510	1,559	945	2,097	747	68,034	10,679	47,000	477	1,736	9	19	36,503	6,751	72,186	60,823	80,899	91,938	2,318	2,306	363	13,589	45,892	547,440	22,292	525,148

No. 62 L.—Classified Abstract of Expenditure from Provincial Funds on Repairs to Civil Buildings.

PROVINCES.	Forest.	Customs.	Post offices.	Telegraph.	Treasury and Currency buildings.	Land Revenue buildings.	Excise buildings.	Residences for local Government and Secretariat offices.	Board of Revenue buildings.	Political Agencies.	Stamp and Stationery offices.	Minor Departments.	Educational.	Eccelesiastical.	Law and Justice.	Jails.	Police.	Medical.	Registration.	Printing.	Marine.	Public Works buildings.	Miscellaneous.	Grand Total.	Deduct Outlay from Contributions.	Net Total.
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Central Provinces	43	273	...	...	22	704	87	501	...	...	...	41	73	526	1,961	1,110	2,148	132	...	8	...	1,576	112	9,046	18	9,028
Burma	22	...	...	...	181	389	...	3,752	...	210	...	131	419	1,262	4,342	2,820	11,607	682	...	74	64	3,215	7,120	38,748	9	38,739
Assam	...	...	...	...	...	...	...	1,172	...	236	...	57	92	773	6,553	1,676	410	236	...	88	...	1,197	3,578	16,962	...	16,962
Bengal	...	317	...	...	...	4,531	960	3,582	654	...	200	649	7,410	2,960	11,702	6,107	5,484	6,121	87	...	...	709	6,117	57,590	567	57,223
North-Western Provinces and Oudh	...	...	...	...	...	8,058	543	1,827	161	...	...	1,236	1,762	1,240	2,156	1,717	7,983	1,500	28	104	...	508	1,339	30,161	242	29,919
Punjab	...	...	...	...	80	2,313	179	2,424	113	101	...	965	909	1,090	1,205	3,927	5,464	1,096	...	73	...	1,413	1,027	22,679	67	22,612
Madras	3	...	...	...	267	1,752	134	4,412	14	...	226	84	715	782	1,002	2,032	908	990	598	34	...	5,069	954	19,986	...	19,986
Bombay	302	534	...	...	81	9,653	127	3,144	...	500	...	749	2,114	2,604	3,071	2,395	5,858	3,448	9	176	15	1,42	1,108	37,322	537	36,785
TOTAL	369	1,124	1,148	1,097	631	27,710	2,029	20,914	942	1,056	426	3,915	14,328	11,237	31,992	21,784	39,862	14,265	722	523	113	15,112	21,355	232,494	1,240	231,254



No. 62 M.—Classified Abstract of Expenditure from Provincial Funds on Roads and other Works of Communication.

Provinces.	METALLED ROADS.		UNMETALLED ROADS.		ROADS.				Boat-bridges and ferries.	Accommoda- tion for travellers.	Arboreal- ture.	GRAND TOTAL.	Deduct Outlay from Contributions.	NET TOTAL.
	Bridged and drained throughout.	Partially bridged and drained.	Bridged and drained throughout.	Partially bridged and drained.	Banked and surfaced with "Muram" or similar material, but not drained.	Banked, but not surfaced, partially bridged and drained.	Cleared, but partially bridged and drained.	Cleared only.						
									Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Central Provinces.	3,544	7,677	942	8,702	1,814	11,200	...	-21	562	548	35,068	168	34,900	
Burma	28,268	610	20,277	4,783	...	1,117	8,114	395	1,014	...	64,628	...	64,628	
Assam	4,565	...	17,170	16,712	30	16	932	...	2,424	...	42,087	...	42,087	
Bengal	5,514	10	1,073	303	909	31	...	...	237	...	8,077	447	7,630	
North-Western Provinces and Oudh	8,807	...	...	...	...	...	...	...	1,035	...	10,485	...	10,485	
Punjab	4,001	1,862	3,165	7,711	...	...	...	...	324	...	17,180	1,946	15,234	
Madras	3,362	1,728	658	432	...	...	5,439	1,745	...	...	13,364	-2	13,366	
Bombay	2,000	1,542	952	2,364	18	...	64	215	...	...	7,183	...	7,183	
TOTAL	60,161	13,429	44,237	41,007	2,771	12,364	14,549	2,334	5,624	548	198,072	2,559	195,513	

No. 62 N.—Classified Abstract of Expenditure from Provincial Funds on Repairs to Roads and other Works of Communication.

PROVINCES.	METALLED ROADS.		UNMETALLED ROADS.		ROADS.					Post-bridges and ferries.	Accommoda- tion for travellers.	Arboreal- ture.	GRAND TOTAL.	Deduct Outlay for Contributions.	NET TOTAL.
	Bridged and drained throughout.	Partially bridged and drained.	Bridged and drained throughout.	Partially bridged and drained.	Banked and surfaced with "Muram" or similar material, but not drained.	Banked, but not surfaced, partially bridged and drained.	Cleared, partially bridged and drained.	Cleared only.							
									Rx.						
Central Provinces	14,475	5,697	2,441	5,176	..	5,900	..	..	1,224	499	..	35,412	58	35,354	
Burma	55,838	2,921	28,134	16,280	..	6,366	3,220	2,649	..	120	20	115,498	3	115,495	
Assam	20,577	..	28,402	25,566	290	3,621	1,266	383	2,278	2,848	..	85,231	2,451	82,780	
Bengal	56,254	307	2,208	2,596	19	323	..	143	..	636	..	62,486	..	62,486	
North-Western Provinces and Oudh	66,206	1,340	329	8	..	..	..	..	6,854	2,735	912	78,384	1,286	77,098	
Punjab	56,688	347	7,574	7,853	..	187	248	682	14,564	3,070	2,129	93,342	22	93,320	
Madras	7,988	508	328	..	..	..	..	..	..	..	..	8,914	..	8,914	
Bombay	37,053	15,220	4,317	13,010	79	221	..	360	..	592	1,434	72,286	7	72,279	
TOTAL	315,079	26,430	73,733	70,489	388	16,618	4,734	4,217	24,920	10,500	4,495	551,553	3,837	547,726	

No. 62 O.—Classified Abstract of Expenditure from Provincial Funds on Works of Miscellaneous Public Improvements.

PROVINCES.	Improvements to towns.	Markets.	Paving and streets.	Water-supply.	Sewage and drainage.	Harbours.	Light-houses.	Mines.	Miscellaneous.	GRAND TOTAL.	Deduct Outlay from Contributions.	NET TOTAL.
Central Provinces	Rx. ...	Rx. ...	Rx. ...	Rx. 17,930	Rx. 1,452	Rx. ...	Rx. ...	Rx. ...	Rx. —38	Rx. 19,344	Rx. 16,207	Rx. 3,137
Burma	556	...	96	147	189	415	3,251	...	379	5,083	450	4,583
Assam	178	...	...	1,987	111	...	...	213	534	2,973	1,132	1,841
Pengal	...	...	...	...	508	79	...	...	1,363	1,950	224	1,726
North-Western Provinces and Oudh	229	...	...	5,700	650	...	...	...	44	6,623	127	6,496
Punjab	240	386	70	807	5,058	...	...	...	5,305	11,866	14,155	—2,289
Madras	5,722	...	...	13,504	3,095	...	...	7	15	22,343	16,599	5,744
Bombay	4	...	...	222	...	...	...	...	644	870	81	789
TOTAL	6,929	386	166	40,247	11,063	494	3,251	220	8,246	71,002	48,975	22,027

No. 62 P.—Classified Abstract of Expenditure from Provincial Funds on Repairs to Works of Miscellaneous Public Improvements.

PROVINCES.	Improvements to towns.	Markets.	Paving and streets.	Water-supply.	Sewage and drainage.	Harbours.	Light-houses.	Mines.	Miscellaneous.	GRAND TOTAL.	Deduct Outlay from Contributions.	NET TOTAL.
Burma	Rx. 538	Rx. 24	Rx. 20	Rx. 115	Rx. 43	Rx. 875	Rx. 1,088	Rx. ...	Rx. 1,621	Rx. 4,274	Rx. 1,118	Rx. 3,156
Assam	89	15	...	1,604	...	...	...	...	544	2,252	966	1,286
Bengal	...	...	...	...	81	652	66	...	5,002	5,801	...	5,801
North-Western Provinces and Oudh	321	...	...	141	...	...	...	...	168	630	47	583
Punjab	1,043	...	3,412	585	16	...	...	...	612	5,668	456	5,212
Madras	1,552	...	...	...	300	...	...	...	55	1,907	69	1,838
Bombay	210	...	55	27	...	221	104	...	3,025	3,642	14	3,628
TOTAL	3,753	39	3,487	2,472	440	1,748	1,208	...	11,027	24,174	2,660	21,514



No. 62Q.—Classified Abstract of Expenditure from Incorporated Local Funds on Civil Buildings—Works.

PROVINCES.	Post offices.	Land Revenue buildings.	Excess buildings.	Minor Departments.	Educational.	Law and Justice.	Jails.	Police.	Medical.	Public Works buildings.	Miscellaneous.	GRAND TOTAL.	Deduct Outlay from Contributions.	NET TOTAL.
Central Provinces . . . . .	Rx. . . . .	Rx. . . . .	Rx. . . . .	Rx. . . . .	Rx. 161	Rx. . . . .	Rx. . . . .	Rx. . . . .	Rx. 69	Rx. . . . .	Rx. . . . .	Rx. 230	Rx. . . . .	Rx. 230
Burma . . . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	2,337	.. . . .	1,123	3,460	.. . . .	3,460
Assam . . . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	342	342	.. . . .	342
North-Western Provinces and Oudh . . . . .	.. . . .	.. . . .	.. . . .	.. . . .	2,091	.. . . .	.. . . .	.. . . .	1,830	81	.. . . .	4,002	699	3,303
Punjab . . . . .	.. . . .	34	.. . . .	.. . . .	1,627	28	.. . . .	.. . . .	1,503	.. . . .	1,337	4,529	.. . . .	4,529
Madras . . . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	1	1	.. . . .	1
Bombay . . . . .	.. . . .	92	.. . . .	.. . . .	780	.. . . .	.. . . .	.. . . .	2,002	.. . . .	178	3,052	.. . . .	3,052
TOTAL . . . . .	.. . . .	126	.. . . .	.. . . .	4,659	28	.. . . .	.. . . .	7,741	81	2,981	15,616	699	14,917

No. 62R.—Classified Abstract of Expenditure from Incorporated Local Funds on Repairs to Civil Buildings.

PROVINCES.	Post offices.	Land Revenue buildings.	Excess buildings.	Minor Departments.	Educational.	Law and Justice.	Jails.	Police.	Medical.	Public Works buildings.	Miscellaneous.	GRAND TOTAL.	Deduct Outlay from Contributions.	NET TOTAL.
Rajputana . . . . .	Rx. . . . .	Rx. . . . .	Rx. . . . .	Rx. . . . .	Rx. . . . .	Rx. . . . .	Rx. . . . .	Rx. . . . .	Rx. 22	Rx. . . . .	Rx. . . . .	Rx. 22	Rx. . . . .	Rx. 22
Burma . . . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	141	.. . . .	338	479	.. . . .	479
Assam . . . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	247	247	.. . . .	247
North-Western Provinces and Oudh . . . . .	.. . . .	.. . . .	.. . . .	11	2,341	.. . . .	.. . . .	.. . . .	2,643	24	13	5,222	100	5,122
Punjab . . . . .	.. . . .	1,734	35	.. . . .	3,038	409	.. . . .	3	1,373	.. . . .	1,691	8,278	.. . . .	8,278
Bombay . . . . .	.. . . .	.. . . .	.. . . .	.. . . .	102	.. . . .	.. . . .	.. . . .	193	.. . . .	9	304	.. . . .	304
TOTAL . . . . .	.. . . .	1,734	35	11	5,476	409	.. . . .	3	4,372	214	2,298	14,552	100	14,452

No. 62S.—Classified Abstract of Expenditure from Incorporated Local Funds on Roads and other Works of Communication.

Provinces.	Metalled Roads.		Unmetalled Roads.		Roads.				Boat-bridges and ferries.	Accommodation for travellers.	Agriculture.	Miscellaneous.	Navigable channels.	Grand Total.	Deduct Outlay from Contributions.	Net Total.
	Bridged and drained throughout.	Partially bridged and drained.	Bridged and drained throughout.	Partially bridged and drained.	Banked and surfaced with "Murrum" or similar material, but not drained.	Banked, but not surfaced, partially bridged and drained.	Cleared, partially bridged and drained.	Cleared only.								
Rajputana	Rx. ...	Rx. ...	Rx. ...	Rx. 356	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. 356	Rx. ...	Rx. ...
Coorg	...	... 2	...	673	...	...	...	...	405	...	...	...	...	1,076	...	1,076
Central Provinces	1,007	123	143	871	...	1,266	...	...	...	174	...	...	...	3,584	...	3,584
Burma	3,147	2,821	3,345	1,796	...	404	563	...	40	...	...	...	...	12,116	...	12,116
Assam	300	...	7,645	11,127	666	2,213	737	...	718	...	...	...	...	23,654	...	23,654
North-Western Provinces and Oudh	7,278	498	6,759	10,029	1,247	1,371	1,083	614	10	...	...	...	...	29,185	356	28,829
Punjab	1,913	1,055	1,554	6,844	...	...	343	78	118	...	...	...	...	12,530	...	12,530
Madras	...	...	673	...	...	...	...	...	...	...	...	...	...	667	...	667
Bombay	1,491	63	2,238	20,230	...	232	2,969	277	731	...	...	...	...	28,054	...	28,054
TOTAL	15,136	4,558	22,387	51,926	1,550	5,536	5,895	969	2,022	1,169	174	...	...	111,122	356	110,766

No. 62T.—Classified Abstract of Expenditure from Incorporated Local Funds on Repairs to Roads and other Works of Communication.

PROVINCES.	METALLED ROADS.		UNMETALLED ROADS.		ROADS.					Boat-bridges and ferries.	Accommodation for Travellers.	Agriculture.	Miscellaneous.	Navigable channels.	Grand Total.	Deduct Outlay from Contributions.	NET TOTAL.
	Bridged and drained throughout.	Partially bridged and drained.	Bridged and drained throughout.	Partially bridged and drained.	Banked and surfaced with "Murrum" or similar materials, but not drained.	Banked, but not surfaced, partially bridged and drained.	Cleared, partially bridged and drained.	Cleared only.									
Rajputana	Rx. 398	Rx. 72	Rx. —	Rx. 411	Rx. ...	Rx. ...	Rx. 2	Rx. 95	Rx. ... 63	Rx. 1	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. 379	Rx. ...	Rx. 379
Coorg	...	...	...	794	...	...	...	...	...	114	...	...	...	...	971	...	971
Central Provinces	1274	948	1294	547	312	101	...	...	...	...	...	...	...	...	4536	...	4536
Burma	8492	996	2213	383	...	1387	1106	80	...	37	...	...	...	...	14084	...	14084
Assam	203	120	15853	14117	560	991	1453	760	408	383	...	...	...	...	34851	...	34851
North-Western Provinces and Oudh	55292	5817	4743	3256	241	102	13	5	...	198	639	...	...	...	71226	570	69666
Punjab	11489	637	4325	7894	212	561	1344	1129	461	2197	...	...	...	...	30249	...	30249
Madras	331	15	1270	386	13	...	...	271	181	...	...	...	740	...	8157	...	8157
Bombay	12168	9769	6127	21960	3401	1797	571	489	1282	225	404	...	...	...	68183	...	58183
TOTAL	89577	17774	35825	40698	4789	4999	4493	2829	2395	3155	1033	740	...	...	217256	570	216686



## No. 62U.—Classified Abstract of Expenditure from Incorporated Local Funds on Works of Miscellaneous Public Improvements.

PROVINCES.	Improvements to towns.	Markets.	Paving and streets.	Water-supply.	Sewage and drainage.	Harbours.	Light-houses.	Miscellaneous.	GRAND TOTAL.	Deduct Outlay from Contributions.	NET TOTAL.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Coorg	...	73	...	...	...	...	...	56	129	...	129
Central Provinces	...	...	...	...	...	...	...	...	...	...	...
Burma	...	7,315	1,423	184	...	452	...	66	9,453	...	9,453
Assam	...	184	...	2,726	291	...	...	1,466	4,666	...	4,666
North-Western Provinces and Oudh	...	...	...	114	...	...	...	904	1,872	7	1,865
Punjab	854	...	...	1,837	92	...	...	250	2,841	...	2,841
Bombay	769	...	...	7,587	118	...	...	5	7,710	...	7,710
	...	...	...	...	...	...	...	...	...	...	...
TOTAL	1,636	7,572	1,316	12,446	501	452	...	2,747	26,670	7	26,663

## No. 62V.—Classified Abstract of Expenditure from Incorporated Local Funds on Repairs to Works of Miscellaneous Public Improvements.

PROVINCES.	Improvements to towns.	Markets.	Paving and streets.	Water-supply.	Sewage and drainage.	Harbours.	Light-houses.	Miscellaneous.	GRAND TOTAL.	Deduct Outlay from Contributions.	NET TOTAL.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Coorg	...	2	...	12	...	...	...	55	69	...	69
Upper Burma	...	1,280	1,940	...	...	555	...	39	3,814	...	3,814
Assam	...	229	...	853	220	...	...	516	1,948	...	1,948
North-Western Provinces and Oudh	131	...	...	7	534	...	...	1,096	1,577	39	1,538
Punjab	224	...	1,052	3,295	81	...	...	256	4,908	...	4,908
Madras	...	...	...	7	...	...	...	...	7	...	7
Bombay	...	...	...	1,593	...	11	...	15	1,618	...	1,618
	...	...	...	...	...	...	...	...	...	...	...
TOTAL	355	1,511	2,992	5,766	835	566	...	1,916	13,941	39	13,902

No. 62W.—Classified Abstract of Expenditure from Imperial Funds by Civil Department on Civil Buildings—Works.

PROVINCES.	Forest.	Customs.	Salt.	Opium.	Post Offices.	Telegraph.	Land Revenue buildings.	Excise buildings.	Political Agencies.	Educational.	Ecclesiastical.	Law and Justice.	Jails.	Police.	Medical.	Miscellaneous.	GRAND TOTAL.	Deduct Outlay from Contributions.	NET TOTAL.
Baluchistan . . . . .	Rx. . .	Rx. . .	Rx. . .	Rx. . .	Rx. . .	Rx. . .	Rx. 339	Rx. 26	Rx. 655	Rx. 221	Rx. . .	Rx. 8	Rx. . .	Rx. 278	Rx. 174	Rx. 59	Rx. 1,760	Rx. . .	Rx. 1,760

No. 62X.—Classified Abstract of Expenditure from Imperial Funds by Civil Department on Repairs to Civil Buildings.

PROVINCES.	Forest.	Customs.	Salt.	Opium.	Post offices.	Telegraph.	Land Revenue buildings.	Excise buildings.	Political Agencies.	Educational.	Ecclesiastical.	Law and Justice.	Jails.	Police.	Medical.	Miscellaneous.	GRAND TOTAL.	Deduct Outlay from Contributions.	NET TOTAL.
Baluchistan . . . . .	Rx. . .	Rx. . .	Rx. . .	Rx. . .	Rx. . .	Rx. . .	Rx. 85	Rx. 12	Rx. 685	Rx. 14	Rx. . .	Rx. 20	Rx. 1	Rx. 68	Rx. 26	Rx. 43	Rx. 904	Rx. . .	Rx. 904
Mysore . . . . .	Rx. . .	Rx. . .	Rx. . .	Rx. . .	Rx. . .	Rx. . .	Rx. . .	Rx. . .	Rx. . .	Rx. . .	Rx. . .	Rx. . .	Rx. . .	Rx. . .	Rx. . .	Rx. 502	Rx. 502	Rx. . .	Rx. 502
TOTAL . . . . .	Rx. . .	Rx. . .	Rx. . .	Rx. . .	Rx. . .	Rx. . .	Rx. 85	Rx. 12	Rx. 685	Rx. 14	Rx. . .	Rx. 20	Rx. 1	Rx. 68	Rx. 26	Rx. 545	Rx. 1,406	Rx. . .	Rx. 1,406

No. 62Y.—Classified Abstract of Expenditure from Imperial Funds by Civil Department on Roads and other Works of Communication.

PROVINCES.	METALLED ROADS.		UNMETALLED ROADS.		ROADS.				Boat-bridges and ferries.	Accommodation for travellers.	GRAND TOTAL.	Deduct Outlay from Contributions.	NET TOTAL.
	Bridged and drained throughout.	Partially bridged and drained.	Bridged and drained throughout.	Partially bridged and drained.	Banked, and surfaced with "Murrum" or similar material, but not drained.	Banked, but not surfaced, partially bridged and drained.	Cleared, partially bridged and drained.	Cleared only.					
Baluchistan . . . . .	Rx. 62	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. 1,098	Rx. ...	Rx. ...	Rx. 1,160	Rx. ...	Rx. 1,160



## No. 62Z.—Classified Abstract of Expenditure from Imperial Funds by Civil Department on Repairs to Roads and other Works of Communication.

PROVINCES.	METALLED ROADS.		UNMETALLED ROADS.		ROADS.				Accommodation for travellers.	Bridges and ferries.	Grand Total.	Deduct Outlay from Contributions.	Net Total.
	Divided and drained throughout.	Partially bridged and drained.	Bridged and drained throughout.	Partially bridged and drained.	Hybrid and "M. group" or similar material, but not drained.	Paving and streets.	Water-supply.	Sewage and drainage.					
Baluchistan	Rx. 213	Rx. 165	Rx. ..	Rx. 13	Rx. ..	Rx. ..	Rx. 6	Rx. 78	Rx. ..	Rx. ..	Rx. 896	Rx. ..	Rx. 896

## No. 62Aa.—Classified Abstract of Expenditure from Imperial Funds by Civil Department on Works of Miscellaneous Public Improvements.

PROVINCES.	Improvements to towns.	Markets.	Paving and streets.	Water-supply.	Sewage and drainage.	Mines.	Miscellaneous.	Grand Total.	Deduct Outlay from Contributions.	Net Total.
Baluchistan	Rx. ..	Rx. ..	Rx. ..	Rx. 6	Rx. 78	Rx. ..	Rx. ..	Rx. 84	Rx. ..	Rx. 84

## No. 62Ab.—Classified Abstract of Expenditure from Imperial Funds by Civil Department on Repairs to Works of Miscellaneous Public Improvements.

PROVINCES.	Improvements to towns.	Markets.	Paving and streets.	Water-supply.	Sewage and drainage.	Mines.	Miscellaneous.	Grand Total.	Deduct Outlay from Contributions.	Net Total.
Baluchistan	Rx. ..	Rx. ..	Rx. ..	Rx. 162	Rx. ..	Rx. ..	Rx. ..	Rx. 162	Rx. ..	Rx. 162

## No. 62Ac.—Classified Abstract of Expenditure from Provincial Funds by Civil Department on Civil Buildings—Works.

PROVINCES.	Forests.	Administration.	Minor Departments.	Educational.	Ecclesiastical.	Law and Justice.	Jails.	Police.	Medical.	Public Works.	Miscellaneous.	Grand Total.	Deduct Outlay from Contributions.	Net Total.
Bengal	Rx. ..	Rx. 136	Rx. ..	Rx. ..	Rx. ..	Rx. ..	Rx. ..	Rx. ..	Rx. ..	Rx. ..	Rx. ..	Rx. 136	Rx. ..	Rx. 136
North-Western Provinces and Oudh	Rx. ..	Rx. ..	Rx. 1	Rx. ..	Rx. ..	Rx. 307	Rx. 4,300	Rx. 172	Rx. ..	Rx. 5	Rx. 271	Rx. 449	Rx. ..	Rx. 449
Madras	Rx. ..	Rx. ..	Rx. ..	Rx. ..	Rx. ..	Rx. 307	Rx. 4,300	Rx. ..	Rx. ..	Rx. ..	Rx. ..	Rx. 4,607	Rx. ..	Rx. 4,607
TOTAL	Rx. ..	Rx. 136	Rx. 1	Rx. ..	Rx. ..	Rx. 307	Rx. 4,300	Rx. 172	Rx. ..	Rx. 5	Rx. 271	Rx. 5,192	Rx. ..	Rx. 5,192

## No. 62Ad.—Classified Abstract of Expenditure from Provincial Funds by Civil Department on Repairs to Civil Buildings.

PROVINCES.	Admini- stration.	Minor De- partments.	Ecclesiastical.	Law and Justice.	Jails.	Police.	Educational.	Medical.	Public Works, Miscellaneous.	GRAND TOTAL.	Deduct Outlay from Contributions.	NET TOTAL.
Bengal	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
North-Western Provinces and Oudh	...	...	153	...	...	...	14	...	...	281	...	...
Madras	...	...	...	1,312	...	1,780	...	9	...	4,447	...	4,447
	...	...	...	...	...	...	...	...	...	1,312	...	1,312
TOTAL	...	77	153	1,312	...	1,780	14	9	311	6,040	...	6,040

## No. 62Ae.—Classified Abstract of Expenditure from Provincial Funds by Civil Department on Roads and other Works of Communication.

PROVINCES.	METALLED ROADS.			UNMETALLED ROADS.			ROADS.			GRAND TOTAL.	Deduct Outlay from Contributions.	NET TOTAL.
	Bridged and drained throughout.	Partially bridged and drained.	Partially bridged and drained.	Bridged and drained throughout.	Partially bridged and drained.	Partially bridged and drained.	Banked and surfaced with "Mumam" or similar material, but not drained.	Banked, but not surfaced, partially bridged and drained.	Cleared, partially bridged and drained.	Cleared only.		
Assam	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Bengal	...	...	...	...	...	...	...	...	...	...	...	...
North-Western Provinces and Oudh	...	...	...	...	...	...	...	...	...	...	...	...
Madras	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	668	764	764	222	526	8	193	280	—799	6	...	1,818

## No. 62Af.—Classified Abstract of Expenditure from Provincial Funds by Civil Department on Repairs to Roads and other Works of Communication.

PROVINCES.	METALLED ROADS.			UNMETALLED ROADS.			ROADS.			GRAND TOTAL.	Deduct Outlay from Contributions.	NET TOTAL.
	Bridged and drained throughout.	Partially bridged and drained.	Partially bridged and drained.	Bridged and drained throughout.	Partially bridged and drained.	Partially bridged and drained.	Banked and surfaced with "Mumam" or similar material, but not drained.	Banked, but not surfaced, partially bridged and drained.	Cleared, partially bridged and drained.	Cleared only.		
Assam	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Bengal	...	...	...	...	...	...	...	...	...	...	...	...
North-Western Provinces and Oudh	...	...	...	...	...	...	...	...	...	...	...	...
Madras	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	1,503	735	735	1,372	653	597	1,387	1,618	975	3,641	1,050	12,632



*No. 62Ag.—Classified Abstract of Expenditure from Provincial Funds by Civil Department on Works of Miscellaneous Public Improvements.*

Provinces.	Improvements to towns.	Markets.	Paving and streets.	Water-supply.	Sewage and drainage.	Harbours.	Light-houses.	Mines.	Miscellaneous.	GRAND TOTAL.	Deduct Outlay from Contributions.	Net Total.
Assam	Rs. ...	Rs. ...	Rs. ...	Rs. ...	Rs. ...	Rs. ...	Rs. ...	Rs. ...	Rs. 7,994	7,994	Rs. ...	Rs. 7,994
Bengal	Rs. ...	Rs. ...	Rs. ...	Rs. ...	Rs. ...	Rs. ...	Rs. ...	Rs. ...	Rs. 365	365	Rs. ...	Rs. 365
North-Western Provinces and Oudh	Rs. 5	Rs. ...	Rs. ...	Rs. 922	Rs. ...	Rs. ...	Rs. ...	Rs. ...	Rs. 2,405	3,422	Rs. ...	Rs. 3,422
Madras	Rs. 25	Rs. ...	Rs. ...	Rs. 21,988	Rs. ...	Rs. ...	Rs. ...	Rs. ...	Rs. ...	22,013	Rs. ...	Rs. 22,013
<b>TOTAL</b>	<b>Rs. 30</b>	<b>Rs. ...</b>	<b>Rs. ...</b>	<b>Rs. 22,910</b>	<b>Rs. ...</b>	<b>Rs. ...</b>	<b>Rs. ...</b>	<b>Rs. ...</b>	<b>Rs. 10,854</b>	<b>33,794</b>	<b>Rs. ...</b>	<b>Rs. 33,794</b>

*No. 62Ah.—Classified Abstract of Expenditure from Provincial Funds by Civil Department on Repairs to Works of Miscellaneous Public Improvements.*

Provinces.	Improvements to towns.	Markets.	Paving and streets.	Water-supply.	Sewage and drainage.	Harbours.	Light-houses.	Mines.	Miscellaneous.	GRAND TOTAL.	Deduct Outlay from Contributions.	Net Total.
Bengal	Rs. ...	Rs. ...	Rs. ...	Rs. ...	Rs. ...	Rs. ...	Rs. ...	Rs. ...	Rs. 449	449	Rs. ...	Rs. 449
North-Western Provinces and Oudh	Rs. 100	Rs. ...	Rs. ...	Rs. 887	Rs. ...	Rs. ...	Rs. ...	Rs. ...	Rs. 7,104	8,091	Rs. ...	Rs. 8,091
Madras	Rs. 192	Rs. ...	Rs. ...	Rs. 39	Rs. 75	Rs. ...	Rs. ...	Rs. ...	Rs. ...	306	Rs. ...	Rs. 306
<b>TOTAL</b>	<b>Rs. 292</b>	<b>Rs. ...</b>	<b>Rs. ...</b>	<b>Rs. 926</b>	<b>Rs. 75</b>	<b>Rs. ...</b>	<b>Rs. ...</b>	<b>Rs. ...</b>	<b>Rs. 7,553</b>	<b>8,946</b>	<b>Rs. ...</b>	<b>Rs. 8,946</b>

No. 62Ai.—Classified Abstract of Expenditure from Incorporated Local Funds by Civil Department on Civil Buildings.

PROVINCES.	Cus- toms.	Opium.	Post offices.	Telegraph.	Adminis- tration.	Minor Departments.	Educational.	Ecclesiastical.	Law and Justice.	Jails.	Police.	Medical.	Public Works.	Miscellaneous.	GRAND TOTAL.	Deduct Outlay from Contributions.	NET TOTAL.
Rajputana	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Central India	...	...	...	...	...	...	130	...	...	...	149	...	...	...	279	...	279
Central Provinces	...	...	...	...	...	...	...	...	...	...	50	17	...	...	67	...	67
Burma	...	...	...	...	19	...	...	...	...	...	...	...	39	86	94	...	94
Bengal	...	...	...	...	...	...	...	...	...	...	340	...	...	32	372	...	372
North-Western Provinces and Oudh	...	...	67	583	8,426	...	806	516	5,634	3,276	398	3,769	1,923	4,789	30,167	...	30,167
Madras	...	...	...	...	6	...	990	22	...	...	...	211	15	142	1,358	...	1,358
Bombay	...	...	...	...	413	...	2,156	...	...	...	...	4,129	2,603	2,921	11,837	...	11,837
	...	...	...	...	...	...	3,228	...	...	...	...	209	...	77	3,927	...	3,927
TOTAL	...	...	67	583	8,864	...	7,310	538	5,634	3,276	937	8,335	4,580	7,977	48,101	...	48,101

No. 62Aj.—Classified Abstract of Expenditure from Incorporated Local Funds by Civil Department on Repairs to Civil Buildings.

PROVINCES.	Cus- toms.	Opium.	Post offices.	Telegraph.	Adminis- tration.	Minor Departments.	Educational.	Ecclesiastical.	Law and Justice.	Jails.	Police.	Medical.	Public Works.	Miscellaneous.	GRAND TOTAL.	Deduct Outlay from Contributions.	NET TOTAL.
Rajputana	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Central India	...	...	...	...	...	...	55	...	...	...	4	2	...	...	71	...	71
Central Provinces	...	...	...	...	21	...	...	...	...	...	160	13	...	73	279	...	279
Burma	...	...	...	...	...	...	...	...	...	...	...	...	84	3	108	...	108
Bengal	...	...	...	...	...	...	...	...	...	...	207	47	...	...	254	...	254
North-Western Provinces and Oudh	...	12	357	198	4,869	16	900	118	872	2,723	1,584	1,008	1,259	5,213	19,179	...	19,179
Madras	...	...	...	...	69	...	5,313	...	...	...	...	181	80	24	5,598	...	5,598
Bombay	...	...	...	...	87	...	991	...	...	...	...	2,229	984	3,934	8,218	...	8,218
	...	...	...	...	...	...	7,404	...	...	...	...	457	...	59	7,707	...	7,707
TOTAL	...	12	357	198	5,046	37	14,363	118	882	2,733	2,005	3,337	2,420	9,306	41,414	...	41,414



No. 62 A1.—Classified Abstract of Expenditure from Incorporated Local Funds by Civil Department on Roads and other Works of Communication.

PROVINCES.	METALLED ROADS.		UNMETALLED ROADS.		ROADS.				Boat-bridges and ferries.	Accommoda- tion for travellers.	Arbori- culture.	GRAND TOTAL.	Deduct Outlay from Contributions.	NET TOTAL.
	Bridged and drained throughout.	Partially bridged and drained.	Bridged and drained throughout.	Partially bridged and drained.	Banked and surfaced with "Murrum" or similar material, but not drained.	Banked but not surfaced, partially bridged and drained.	Cleared, partially bridged and drained.	Cleared only.						
Rajputana	Rx. 50	...	Rx. 28	...	Rx. 5	...	Rx. 178	...	Rx. 91	...	Rx. 50	...	Rx. 50	50
Central Provinces	38	...	4,136	2,564	394	412	227	89	1,284	3,594	...	340	...	340
Burma	3,341	907	9,239	9,487	4,102	6,948	3,320	1,858	10,407	16,981	43	16,981	...	16,981
Bengal	8,774	6,365	542	644	4	52	219	127	283	1,855	2	62,357	...	62,357
North-Western Provinces and Oudh	43	43	1,860	4,093	2,364	1,514	1,173	142	9,672	...	10	1,967	...	1,967
Madras	16,852	6,688	75	300	941	104	465	1,283	3,317	1,239	53	45,650	...	45,650
Bombay	4	6	...	...	...	...	...	...	...	3,097	595	10,187	...	10,187
TOTAL	29,102	14,009	15,870	17,088	7,805	9,035	5,582	3,409	24,963	9,876	703	137,532	...	137,532

No. 62 A1.—Classified Abstract of Expenditure from Incorporated Local Funds by Civil Department on Repairs to Roads and other Works of Communication.

PROVINCES.	METALLED ROADS.		UNMETALLED ROADS.		ROADS.				Boat-bridges and ferries.	Accommoda- tion for travellers.	Abori- culture.	GRAND TOTAL.	Deduct Outlay from Contributions.	NET TOTAL.
	Bridged and drained throughout.	Partially bridged and drained.	Bridged and drained throughout.	Partially bridged and drained.	Banked and surfaced with "Murrum" or similar material, but not drained.	Banked but not surfaced, partially bridged and drained.	Cleared, partially bridged and drained.	Cleared only.						
Central India	Rx. 283	...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. 283	Rx. ...	Rx. 283
Rajputana	...	...	...	...	...	...	...	...	...	...	...	3	...	3
Central Provinces	432	44	371	391	1,338	773	816	1,205	...	395	672	6,437	...	6,437
Burma	2,302	55	948	487	276	1,244	1,108	277	131	1,261	7	8,096	...	8,096
Assam	...	...	...	...	...	...	...	...	24	...	...	24	...	24
Bengal	85,612	13,085	23,153	33,560	7,266	11,268	8,248	5,581	8,670	6,898	366	203,707	...	203,707
North-Western Provinces and Oudh	186	535	6,691	8,029	1,036	1,698	3,833	3,032	1,475	733	65	27,293	...	27,293
Madras	167,221	29,537	19,194	24,928	13,779	602	725	1,840	3,384	2,474	180	263,024	...	263,024
Bombay	426	1,326	3,444	10,483	3,266	982	3,414	10,294	2,717	5,967	4,173	46,502	...	46,502
TOTAL	256,442	44,642	53,801	76,988	26,961	16,567	18,144	32,229	16,401	17,731	5,463	555,369	...	555,369


*62 An.—Classified Abstract of Expenditure from Incorporated Local Funds by Civil Department on Works of Miscellaneous Public Improvements.*

PROVINCES.	Improvements to towns.	Markets.	Paving and streets.	Water-supply.	Sewage and drainage.	Miscellaneous.	GRAND TOTAL.	Deduct Outlay from Contributions.	Net Total.
Rajputana . . . . .	Rx. 28	Rx. . . . .	Rx. . . . .	Rx. 2	Rx. . . . .	Rx. . . . .	Rx. 30	Rx. . . . .	Rx. 30
Central Provinces . . . . .	10	. . . . .	. . . . .	304	. . . . .	. . . . .	343	. . . . .	343
Burma . . . . .	1,863	7,206	132	1,129	535	765	11,630	. . . . .	11,630
Bengal . . . . .	4	. . . . .	. . . . .	10,747	143	869	11,763	. . . . .	11,763
North-Western Provinces and Oudh . . . . .	. . . . .	. . . . .	. . . . .	99	16	21	136	. . . . .	136
Madras . . . . .	362	3,900	. . . . .	1,637	203	1,644	7,746	. . . . .	7,746
Bombay . . . . .	8	22	30	19,282	254	628	20,224	. . . . .	20,224
TOTAL . . . . .	2,275	11,128	162	33,200	1,180	3,927	51,872	. . . . .	51,872

*No. 62 An.—Classified Abstract of Expenditure from Incorporated Local Funds by Civil Department on Repairs to Works of Miscellaneous Public Improvements.*

PROVINCES.	Improvements to towns.	Markets.	Paving and streets.	Water-supply.	Sewage and drainage.	Miscellaneous.	GRAND TOTAL.	Deduct Outlay from Contributions.	Net Total.
Rajputana . . . . .	Rx. 1	Rx. . . . .	Rx. . . . .	Rx. . . . .	Rx. . . . .	Rx. . . . .	Rx. 1	Rx. . . . .	Rx. 1
Central Provinces . . . . .	3	6	. . . . .	197	35	17	13	. . . . .	13
Burma . . . . .	578	1,133	. . . . .	466	116	162	2,455	. . . . .	2,455
Bengal . . . . .	. . . . .	. . . . .	. . . . .	2,597	860	3,701	7,158	. . . . .	7,158
North-Western Provinces and Oudh . . . . .	30	. . . . .	. . . . .	74	119	98	321	. . . . .	321
Madras . . . . .	. . . . .	1,293	40	4,057	17	11,702	17,109	. . . . .	17,109
Bombay . . . . .	2	6	. . . . .	11,228	30	3,243	14,509	. . . . .	14,509
TOTAL . . . . .	614	2,438	40	18,631	1,177	18,924	41,824	. . . . .	41,824



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## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

Memorandum on the snowfall in the mountain districts bordering Northern India and the abnormal features of the weather in India during the past year, with a forecast of the probable character of the south-west monsoon rains of 1899.

The present memorandum is drawn up in accordance with the practice of the past fifteen years, and includes, firstly, a brief summary of the information received from various officers relating to the snowfall of the past winter or cold weather in the Afghan mountains and the Himalayan area; secondly, a statement of the chief peculiarities or abnormal features of the meteorology of India during the past year; and, thirdly, a forecast of the probable character of the approaching south-west monsoon rains based on this information.

The forecast is based in part on the snowfall information and on the abnormal features of the weather during the past five months, and in part on a comparison with the meteorology of the previous twenty-two years, so far as it is available. It is necessary to point out that the forecast is a statement of probabilities and not of certainties, and that it is liable to error from the limitation and uncertainty of part of the data on which it is based. It has been drawn up after a consideration of all the available information, but it should, to use the words of the Famine Commission Report, "*be used with due caution.*"

The monsoon forecasts, as at present issued, necessarily leave out of consideration two important points on which the agricultural value of the monsoon rainfall largely depends, *viz.*:

- (1) the probability of the occurrence of a prolonged break in the rains in July or August;
- (2) the probability of the unusually early termination of the rains in North-Western and Central India or in Bengal;

and are hence imperfect every year to that extent.

The chief features or conditions which influence and determine the extension and general strength of the south-west monsoon currents are as follows:

- 1st.—The amount and time of occurrence of the cold weather snowfall in the mountain districts adjacent to Northern India.
- 2nd.—The local peculiarities of the weather in India immediately antecedent to the advance of the monsoon currents across the coasts of Bombay and Bengal into the interior, and which, it is found, are generally initiated during the hot weather, and are frequently more or less persistent in character. These abnormal features are, on the whole, best estimated by means of the variations of pressure from the normal.
- 3rd.—Local peculiarities in the Bay of Bengal and Arabian Sea, over which the monsoon currents pass before they reach India, and probably also the Indian Ocean, which is the source of the massive current of the south-west monsoon in India.

The first of these conditions or factors is mainly influential in determining the northern limits of the monsoon rains, heavy and prolonged snowfall in the Western Himalayan area either preventing or delaying the extension of the monsoon current over Upper India during the rainy season. Heavy and untimely snowfall in April and May especially exercises a very powerful influence in this way.

The second factor determines those large local district or provincial variations of rainfall during the monsoon, which are evidently due to persistent local



conditions or peculiarities, and not to general causes influencing the whole of India more or less.

The third and last factor is at least of equal importance with the preceding two, but it is that on which information is most difficult to obtain and is least in amount and longest in being received. In fact, information respecting the weather conditions in the Arabian Sea, Bay of Bengal or the Indian Ocean has hitherto been rarely received in time to be utilized in drawing up the annual forecasts. Special arrangements have been made to obtain telegraphic information from Zanzibar, Mauritius and the Seychelles in the hope that it might throw some light upon the conditions at present prevailing in the south-east trades region in the Indian Ocean.

### REPORTS OF SNOWFALL ON THE AFGHAN MOUNTAINS AND HIMALAYAS DURING THE WINTER OF 1898-1899.

The whole of the information referring to the snowfall in the mountain districts bordering Northern India for each month of the year is now published as it is received in the India Monthly Weather Reviews.

The following gives a brief summary of the information relating to the snowfall of the past cold weather obtained up to date.

#### I.—AFGHAN MOUNTAIN DISTRICTS.

##### HILLS WEST OF DERA ISMAIL KHAN, INCLUDING WAZIRISTAN.

###### (1) WANA.

The following is a summary of the reports received from the Political Officer, Waziristan:

*November.*—No snow was reported.

*December.*—Light snow fell on the night of the 20th—21st on the highest peaks and heavy snow on the 24th, and during the period, 27th to the 29th, down to about 8,000 feet. Snow was lying to the depth of 3 to 6 inches on the peaks above 8,000 feet high at the end of the month.

*January.*—Light falls of snow occurred on the highest peaks on the 12th and 30th.

*February.*—Snow fell on the 3rd, 5th, 8th, 9th, 10th, 13th and 23rd of this month on the Marwattai hills above 7,500 feet. There was a slight accumulation of snow on the north faces of the hills at the end of the month.

*March.*—Snow fell on the 11th, 12th, 13th, 26th and 27th on the Marwattai hills. The falls were generally light and melted rapidly.

*April.*—No snow fell on the Marwattai hills. The snowfall of the past winter was much lighter than usual throughout the whole winter.

###### (2) DERA ISMAIL KHAN (KULACHI BORDER).

The following is a summary of the reports received through the Deputy Commissioner, Dera Ismail Khan District:

*December.*—Snow fell on the higher peaks of the Suleiman Range from the 28th to the 30th. The total fall varied in depth from  $1\frac{1}{2}$  feet to 3 feet on the higher peaks. It soon melted.

*January.*—Fine weather prevailed throughout the month until the 30th when a snowstorm gave 5 feet of snow to the higher peaks of the Suleiman Range.

*February.*—Frequent storms occurred during the month, and snow fell on the 2nd, 3rd, 4th, 8th, 9th, 10th, 14th and 15th on the Suleiman Range. The

total fall on the higher peaks is stated to have been 30 feet in depth. (This estimate is probably much exaggerated.)

The Deputy Commissioner states that "during the year 1898-99 the depth of the snowfall on the Suleiman Range amounted to 41 feet as against 23 feet in 1897-98."

### (3) KURRAM.

The following is a summary of the reports received from the Superintendent of the Meteorological Observatory, Parachinar, and the Political Officer, Kurram Valley:

*September.*—Snow fell on the highest peaks of the Sufed Koh on the 15th, 17th and 28th.

*November.*—Light snow fell on the highest peaks on the 15th, 17th and 25th.

*December.*—Snow fell on eleven days during the month. The falls descended to heights varying from 16,000 feet at the beginning of the month to 8,000 feet at the end of the month. During the last storm of the month (on the 28th), which was very heavy, snow fell down as low as Kohat (elevation 1,767 feet).

*January.*—The month was much finer than usual. Snowstorms occurred on the 12th, 13th, 29th and 30th, but the falls were very light.

*February.*—Snow fell on the 4th and 5th and again from the 7th to the 10th and also from the 12th to the 14th and the 22nd to the 24th.  $2\frac{1}{2}$  feet of snow were reported to be lying on the Peiwar Kotal at the end of the month.

*March.*—There were snowstorms on the 2nd, 3rd, 9th, 11th, 12th, 15th, 16th and the 27th to the 29th. The last storm of the month occurred on the highest peaks of the Sufed Koh above 14,000 feet. About 6 inches of snow were lying on the Peiwar Kotal at the end of the month.

*April.*—Snow fell on six days in April, *viz.*, the 4th and the 14th to the 18th on peaks above 16,000 feet in elevation. There was practically no snow lying on the Sufed Koh on the 15th of May. The snowfall of the past winter was less than that of the preceding winter and below the normal.

### (4) THAL SUB-DIVISION (KOHAT DISTRICT).

The Assistant Commissioner, Thal, writes that "during the past winter there has been no snowfall in any part of the sub-division, except the Samana Range, where the fall is estimated at 3 feet."

### (5) KABUL.

The following is a summary of the information received from the Meteorological Observer, Kabul, through the British Agent:

*December.*—Snow fell on the 18th, 25th and 28th, but the falls were light. The Paghman and adjoining hills were covered with snow at the end of the month.

*January.*—A storm gave light falls of snow on the 29th and 30th.

*February.*—Snow fell on the 2nd, 8th, 9th, 10th, 13th, 14th and 23rd. The falls at Kabul were light, and the total of the month was only 14 inches. The storm of the 13th and 14th was severe and extended as far south as Ghazni, closing the passes for a fortnight. There was no snow accumulation in the valley at the end of the month. The Paghman hills were covered with snow throughout the month.

*March.*—Light snow fell on the 3rd, 9th and 15th. The Paghman mountains were covered with snow at the end of the month, but no information had been received of the depth of the accumulation. The snowfall of the past winter is considered by the inhabitants of Kabul to be considerably below the normal.



## (6) KHYBER PASS DISTRICT.

The following is a summary of a report of the snowfall in this area during the months of January and February forwarded by the Political Officer:

"During the winter the snowfall, compared with former years, has been very slight indeed. At Lundi Kotal, *i.e.*, on the Loargi Plain (3,600 feet elevation), the snow in January melted as it fell, and there was no accumulation. The snowfall on Tor Sappar (5,260 feet) and what is shown on district maps as the Tartara Peak (6,775 feet) must have averaged on each occasion between 6 and 8 inches. There were three falls during the winter—one late in January and two in February. The snowfall in Maidan has also been scanty compared with former years.

"The inhabitants generally state that, compared with former years, they have had no snowfall at all this year."

## (7) CHITRAL.

The following gives comparative data of the precipitation at the recently established observatories of Chitral and Drosh for the period November to April:

*Chitral.*

Year.	RAINFALL.						Total fall, November 1898 to April 1899.
	November 1898.	December 1898.	January 1899.	February 1899.	March 1899.	April 1899.	
	Inch.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.
1896-97 . . . . .	0	0'02	4'88	2'94	4'65	4'20	16'69
1897-98 . . . . .	0	1'68	0'63	1'65	15'25	6'28	25'49
1898-99 . . . . .	0'05	1'55	0'10	2'28	3'11	2'10	9'14

*Killa Drosh.*

1897-98 . . . . .	0	1'98	1'45	1'26	12'12	5'34	22'15
1898-99 . . . . .	0	1'16	0	2'19	2'27	2'66	8'28

The data establish conclusively that the precipitation of the past winter was much less in amount at these stations than during the previous two winters, and suggest that the snowfall in that mountain district was very considerably below the normal and probably barely 50 per cent. of the normal fall.

The following report has been received from the officer in medical charge, Killa Drosh:—"The post of Drosh is about 4,500 feet high. Snowfall generally occurs in the territories of Drosh during the months of October, November, December, January, February, March and April and is of frequent occurrence on the higher mountain ranges and of occasional occurrence over the valley. There is one mountain to the east of Killa Drosh about 16,000 feet high. It is covered with snow during the whole year. To the west of Killa Drosh is a lower mountain range about 11,000 feet high. The Lawarai Pass, which is about 18 miles to the south of Drosh, is 10,000 feet high. Snow lies there more or less nearly throughout the whole year except the months of August and September. There were 21 falls of snow during the year on the following dates:—23rd October, 13th November, 12th, 16th, 17th and 24th December, 2nd and 14th of January,

14th and 23rd February, 2nd, 4th, 12th, 15th, 16th, 26th and 27th of March and the 10th, 11th, 16th and 17th of April. The falls from the 14th January to the 26th March extended to Drosh and the neighbouring hills. The remaining falls were received on the higher ranges only. The area over which these storms are known to have extended is about 50 miles to the north, east and west and about 30 miles to the south of Drosh.

"The total snowfall during the past winter at Drosh was 4 feet and 11 inches in amount. The depth of snow over the peaks of the highest mountains is not at present known, but is probably about 10 feet on the mountains situated to the east of Killa Drosh. The Lawarai Pass is covered with a considerable amount of snow at present; the depth of snow is estimated from 3 to 10 feet.

"The inhabitants of the country state that the snowfall during the past winter was less than in the corresponding period of the previous year."

## II.—HIMALAYAS.

### (A) THE PUNJAB AND KASHMIR HIMALAYAS.

#### (1) HAZARA.

The following report has been received from the Deputy Commissioner, Hazara District:

"The first fall of snow on the highest peaks occurred in October. It was, however, light and soon melted. The first heavy fall occurred on the 29th December down to 4,500 feet. The depth of the fall at a height of 10,000 feet was probably one foot. Light snow fell again down to 6,000 feet on the 6th and 7th January and more or less heavy snow on the 3rd, 5th, 6th, 7th, 10th, 11th, 14th and 15th February. The total fall at a height of 10,000 feet measured about 6 feet in depth. Snow fell down to 7,000 feet on the 6th, 9th, 12th, 13th, 14th and 16th March and on the higher mountains down to 8,000 feet on the 12th, 16th, 17th, 18th and 19th April. The total fall in April was from 1 to 3 feet.

"The storms extended over the whole of the ranges in this district and between the storms the weather was generally fine.

"There was about 2 feet of snow on the Babusar Pass on the 5th of May and some snow as far down as Narau in the Kagan Valley and on the hills over 10,000 feet high.

"The total fall of the winter was somewhat less than usual."

#### (2) MURREE.

The following tables give statements of the snowfall as measured at Murree and on the hills near Kahuta during the past and preceding winters for comparison:

Station.	TOTAL FALL OF SNOW IN THE MONTH OF					Total of period, 1898-99.
	December 1898.	January 1899.	February 1899.	March 1899.	April 1899.	
	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
Murree . . .	0 11	0 3	6 4	Nil	Nil	7 6
Kahuta . . .	...	Nil	7 0	Nil	Nil	7 0



Station.	TOTAL FALL OF SNOW FROM JANUARY TO MARCH IN											Average of eleven years.
	1899.	1898.	1897.	1896.	1895.	1894.	1893.	1892.	1891.	1890.	1889.	
	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
Murree	7 6	6 8½	10 2½	7 5	11 10	15 9	29 4	0 5	29 0	3 8	7 3	11 9
Kahuta	7 0	13 2	4 0	1 0	6 0	5 0	18 0	Nil	5 3	0 9	4 3	5 10

The data show that the snowfall at Murree was considerably below the normal and was comparable in amount with the falls in the cold weathers of 1898, 1896 and 1889. The fall at Kahuta was, on the other hand, slightly above the average of the past eleven years.

### (3) KASHMIR.

The following account of the snowfall in Kashmir during the early part of the winter was received from the Meteorological Reporter to the Kashmir State in February last :

"The Kashmiris say that a severe winter in the valley is usually followed by a mild one and *vice versa*. Last year's winter was unusually dry, and it was therefore anticipated that during this winter heavy snow would fall, and this anticipation is now a realisation. The snowfall in and around the Kashmir Himalayas during this winter has been heavy, though not more than the average.

"Snow began to fall earlier than usual this winter, and a great deal fell in December and in February, whilst in January very little fell.

"In January the weather was generally colder but finer than usual. At the end of the month it was thought that the winter was over, but it suddenly changed on the 2nd February when a snowstorm occurred lasting 8 hours. Another snowstorm, more severe than the first, occurred on the 4th February and lasted for twenty-four hours, bringing down 2 feet of snow. Two other storms occurred on the 9th and 13th February, but were of moderate intensity.

"On the mountains surrounding the valley the snow lies very deep. On the Banihal Pass (9,200 feet) there are, it is said, 15 feet of snow and at Gulmarg 7 feet.

"Most of the snow melted as it fell in the valley in February. This, however, is not the case with snow falling on the hills surrounding the valley."

The following table shows the snowfall measured as rain during this winter and previous five winters for comparison:

Year.	PRECIPITATION.						
	December.	January.	February.	March.	April.	May.	Total of period.
	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.
1898-99	2.73	0.68	4.21	2.01	3.44	1.38	14.45
1897-98	0.35	1.91	2.15	0.76	1.28	2.64	9.09
1896-97	0.63	6.18	1.38	5.79	4.93	4.53	23.44
1895-96	0.62	1.09	2.46	2.22	1.48	2.22	10.09
1894-95	1.91	6.11	4.81	5.30	2.63	1.55	22.31
1893-94	0.26	7.16	4.25	4.47	4.09	1.52	21.75

The comparison indicates clearly that the precipitation at Srinagar during the past winter was much less than during the winters of 1893-94, 1894-95 and

1896-97 and also so far as can be judged from the limited data below the normal by at least 20 per cent.

The following additional memorandum, dated the 23rd May, on the character of the snowfall in Kashmir during the past winter has been received from Dr. Mitra, Meteorological Reporter, Kashmir State :

"During the last winter 7'62 feet of snow fell in the valley, a detailed report of which was sent to the Meteorological office on the 20th February. No more snow has fallen in the valley since the submission of that report. On the 24th February, while it rained in the valley, heavy snow fell on the surrounding mountains. On that date over a quarter of a foot of snow was measured at Dras. Nearly 4 feet of snow fell at Dras in the month of March and over 3 feet in April, and on the 4th May a snowstorm occurred there bringing down  $1\frac{1}{2}$  feet of snow. On the 11th March and 17th April snow fell heavily on the hills in Kashmir descending as low down as the Takht-i-Suleiman (6,000 feet). There is at present 3 feet of snow on some parts of the Banihal Range. At Gulmarg there was 1 foot of snow so late as 5th May. Over the Zoji-la Pass (11,300 feet) there is about 5 feet of snow, and on the Rajdangan Pass (11,800 feet) there are, it is said, 12 feet. All the mountains around the valley are covered with deep snow. The spring in the valley was unusually wet and cold and prolonged. From all accounts it appears that the snowfall on the higher ranges has been more than usual, and that it is lying on the higher as well as on the lower passes longer than usual. In the valley it is now colder than usual, and unsettled weather is the chief feature we notice this year. The river Jhelum is at present higher than usual. As it is still cold in the valley, the snow does not melt, and while it is raining in Srinagar it is snowing on all the hills. Light showers of rain at intervals in June and July will melt the snow slowly on the mountains, but if there should occur a heavy rainfall by the middle of June, it is apprehended that a severe flood will occur.

"From the 18th May we have had hazy weather. On the 19th a heavy storm of wind occurred which dispelled the mist for a time, but it again came up after the storm was over."

#### (4) LEH.

Very full accounts of the snowfall during the past winter in Ladakh have been received from the Superintendent of the Leh Observatory. The following is a brief summary of these reports :

*October.*—Snow fell on the 23rd on the hills surrounding Leh down to an elevation of 12,500 feet. It also fell during the following night in the Indus Valley near Leh. It melted rapidly during the remainder of the month, and the snow-line was at a height of about 15,000 feet at the end of the month.

*November.*—No snow fell.

*December.*—Light showers of snow fell on the 8th, 10th and 13th. On the 16th there was no snow on the Karzong Pass (elevation 17,500 feet). Heavy snow fell over the whole Indus Valley in Ladakh from the 16th to the 18th. Light falls were received on the 19th, 21st and 22nd, and a second heavy general fall occurred from the 29th to the 31st.

*January.*—Light snow showers fell in Leh and the neighbourhood on the 1st, 13th, 17th, 25th and 31st. The falls on the mountain ranges to the south of Leh were apparently heavy.

*February.*—Snowstorms occurred on the 3rd, 9th, 10th, 18th, 19th and 24th. These storms were all general extending over the whole Upper Indus Valley and side valleys. Heavy snow fell over the neighbouring ranges down to 12,000 feet on the 15th.

*March.*—There was a severe snowstorm on the 6th and again from the 9th to the 12th. The fall melted rapidly in the valley which was free from snow again on the 15th.

*April.*—Snowstorms occurred on the 9th, 10th and 19th over the whole of Ladakh. There were also snowstorms on the higher ranges above 13,000 feet on



the 18th, 19th, 21st, 22nd, 24th and 25th. The depth of snow on the Karzong Pass at the end of April was about 4 feet.

*May*—During the period from the 1st to the 15th some rain showers fell in Leh. The snow-line never descended lower than 15,000 feet. The accumulation on the Karzong Pass on the 15th of the month was from 3 to 4 feet.

The inhabitants of Leh consider that the snowfall of the past winter was similar in total amount to that of the winter of 1896-97 and considerably greater than that of the winter of 1897-98.

#### (5) LAHOUL.

The following gives a statement of the snowfall registered at the Observatory at Kailang in Lahoul during the past winter and also during the corresponding periods of the past five years for comparison :

Month.	Normal monthly precipitation measured as rainfall.	RAINFALL, 1898-99.	SNOWFALL, 1897-98.	SNOWFALL, 1896-97.	SNOWFALL, 1895-96.	SNOWFALL, 1894-95.	SNOWFALL, 1893-94.
		Total precipitation of month measured as rainfall.	Total snowfall of month.	Total snowfall of month.	Total snowfall of month.	Total snowfall of month.	Total snowfall of month.
		Inches.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
December	1.01	3.57	0 6½	1 9	Nil	4 0	0 3
January	3.07	0.42	0 6½	5 8	1 2	3 6	3 6
February	3.20	3.17	2 5½	1 2	3 1	2 0	4 3
March	3.39	3.13	0 3	6 10	0 10	3 6	5 4
April	2.80	4.26	Nil	?	Nil	1 6	2 1
Total	13.47	14.55	3 9½	15 5	5 1	14 6	15 5

The precipitation at Kailang during the period, December to April, was hence slightly above the normal (8 per cent.). It was equivalent to about 12 or 13 feet of snow, and hence was similar in amount to that of the corresponding periods in 1896-97, 1893-94 and 1894-95.

The Superintendent of the Observatory describes the winter as follows :

" We enjoyed very fine weather from October up to the beginning of December, but the weather broke up rather suddenly, and in the second-half of December we had very heavy snowfalls which entirely blocked up the Rotang Pass. January was bright and fine, the sky being almost always blue. February and March brought us a good amount of snow again, and so did April. Taking everything into consideration, we had a favourable winter. Since the 25th of April we have had no snowfall whatever, but from the 10th to the 14th of May it rained pretty heavily, and on the night from the 13th to the 14th May we had a regular thunderstorm. This occurs very seldom at this height. "

#### (6) SIMLA HILL DISTRICTS.

The following is a summary of the data for these districts received from the Deputy Conservator of Forests, Bushahr Division :

*September*.—Snow fell on the 26th down to 10,000 feet and again on the 29th.

*October*.—Light snow fell above 10,000 feet on the 14th.

*November*.—Snow fell down to 6,500 feet on the 5th. The depth of snow on the Kanawar Range at 8,000 feet was about one foot at the end of the month, and the passes across these ranges were closed.

*December.*—Slight snow fell on the 12th, 13th, 16th and 17th above 7,000 feet. Moderate snow fell on the 20th and light snow on the 21st, 24th, 25th and 26th above 5,750 feet. There was a heavy fall on the 30th and 31st over the whole district down to 5,750 feet. All passes over 10,000 feet were closed throughout the month.

*January.*—Heavy snowfalls were received over the whole area above 5,750 feet on the 2nd, 3rd and 4th. Fine dry weather prevailed during the remainder of the month.

*February.*—Heavy falls of snow occurred on the 5th and 6th and again on the 26th above 5,750 feet. Slight falls were also received on the 4th, 9th, 13th, 14th, 15th and 24th above 9,000 feet. The weather was unusually cold in the Sutlej Valley after the storm of the 13th to the 15th.

*March.*—There were light falls on the 7th, 9th, 10th, 11th, 12th and 13th above 10,000 feet. All the passes over 12,000 feet in elevation were closed throughout the month.

*April.*—Light to moderate falls of snow occurred on the 1st, 6th, 8th, 9th, 10th, 12th, 13th, 14th and 15th above 9,000 feet and again from the 16th to the 23rd above 10,000 feet.

These snowstorms were accompanied by much thunder and lightning and were general over the whole of Bushahr. All the passes higher than 12,000 feet were closed up to the 15th of the month. The depth of snow at 10,000 feet on open slopes of the northern aspects of the ranges was 18 inches on that date.

*May.*—Light snow fell down to about 10,000 feet on the 12th and 15th and some sleet on the higher ranges from the 16th to the 18th. During the period from the 16th April to 18th May storms were of almost daily occurrence in Bushahr west of Kilba, and gave more or less snow on slopes above 10,000 feet. From the beginning of May the snow on the southern aspect of the hills melted rapidly, and the snow-line retired to 12,000 feet. In the intervals between the storms the weather was fine and the sky free from cloud. The chief character of the storms was that they were almost daily brought up by south to south-east winds, and as far as observed extended over the whole of the Simla hill tracts west of Kilba.

On the 5th of May there was an accumulation of about 5 feet on the Rupin Pass, of about 6 feet on the Borenda Pass, of 8 feet on the Bulder Pass, of 6 feet on the Shatul Pass from the Pabor Valley to Nachar in the Sutlej Valley and 1 to 3 feet on the Harung Pass.

The snowfall of the season was, in the opinion of the natives of the district, considered to be about twice as much as in years of ordinary snowfall.

#### (7) CHAMBA.

The Deputy Conservator of Forests, Chamba State, has sent complete snowfall reports for the past winter, of which the following is an abstract:

*December.*—Snow fell on the 8th, the 12th, the 19th to the 21st and the 29th to the 31st. The snow-line descended to 7,000 feet on the 12th, to 6,000 feet on the 21st and to 3,000 feet during the last snowstorm of the month. The snowfall was reported to be very heavy on the interior ranges, more especially during the last storm of the month. There was 3 feet of snow on the Padri Pass between Chamba and Badrawar Pass on the 15th of the month.

*January.*—Snowstorms visited these hill districts on the 2nd, 3rd, 5th, 6th, 26th and 29th. The weather was unusually bright and clear during the month.

*February.*—Light snow fell on the 2nd and moderate to heavy snow from the 5th to the 7th, the 9th and 10th, the 15th and 16th and the 24th to the 26th.



The snowfall on the 15th and 16th occurred down to 5,000 feet and on the 24th to the 26th down to 7,000 feet.

The snowfall of the month occurred chiefly on the higher and interior ranges above 7,000 feet. On the 15th February there was a depth of 2 feet of snow lying at Kalatop (8,000 feet) and 7 feet at Barmaur (elevation 8,000 feet).

*March.*—Snowstorms occurred on the 6th and 7th and the 16th on the high ranges. The snowfall did not descend below 9,000 feet on the 16th, and it melted quickly again up to 11,000 feet.

*April.*—Light snow fell on the 9th, 12th and 13th. A general storm occurred on the 18th when snow fell as low as 6,500 feet in the main Ravi Valley. Thunderstorms were of frequent occurrence and were accompanied by snow on the higher ranges.

*May.*—Snow fell on the 13th down to about 10,000 feet, but soon melted, and the snow-line on the 15th was about 12,000 feet high.

The Deputy Conservator, writing on the 15th May, says:—"The depth of snow is not known on any of the high passes or ranges. The accumulation of snow down to 10,000 feet on the main ranges and in ravines appears to be rather more than normal, and of course is much greater than at the same time last year. This I attribute to cloudy weather in April and the frequent storms in May.

"The snowfall on the interior ranges is considered to have been somewhat greater than usual and similar in total amount to that of 1895-96. The winter began earlier than usual, but a peculiar feature was the long fine breaks between the storms in the middle of the winter. The total fall was probably below the normal on the lower ranges."

The following statement gives the snowfall as measured at certain forest stations during the past winter in the Chamba State:

Month.	DALHOUSIE NEIGHBOURHOOD.				WEST OF STATE.		TIRA RANGE, NORTH OF STATE.								VALLEY OF RAVI.															
	Kalatop, 8,000 feet.		Sutrigalli, 5,000 feet.		Bhandal, 6,000 feet.		Tira, 5,000 feet.		Khang, 7,000 feet.		Kandl.		Thamela, 7,000 feet.		Channa, 6,500 feet.		Kilar, 5,000 feet.		Chitrari, 6,000 feet.		Uman, 7,000 feet.		Barmaur, 8,000 feet.							
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.						
December 1898	9	5	2	0	1	10	4	10	12	10	...	?	...	?	...	4	9	5	7	7	6	12	7							
January 1899	2	0	0	7	1	7	2	0	5	2	...	?	...	?	...	0	2	1	7	2	10	3	7							
February "	No						information.				?		?		5		6		3		1		9		17		0			
March "	"						"				"		0		9		3		2		0		3		1		5		1	
April "	"						"				"		"		"		2		3		"		0		2		0		4	
May "	"						"				"		"		"		"		"		"		"		"		"		"	
Total	...		...		...		...		...		...		...		...		...		...		...		...		...		...			
Total December to April 1897-98	13	11	1	0	3	5	...	...	5	0	9	2	6	11	8	1	4	11	9	8	1	8	1							
" " " 1896-97	11	10	3	1	8	1	...	...	?	15	3	9	2	?	8	8	16	7	28	9	?	?								
" " " 1895-96	8	0	?	?	3	10	...	...	?	8	11	3	10	16	6	?	?	?	?	?	?	?								

#### (8) DALHOUSIE.

The Treasury Officer, Dalhousie, has sent the following report of the snowfall at that station and on the neighbouring hills:

"On the whole the fall of snow this year has been characterised by early commencement and early stoppage. Snow usually falls heavily or moderately in January and February, whereas this year the fall was confined chiefly to December. Out of a total fall of 5 feet, nearly 2 feet fell in the first week of January,

and there has been none since to record. The weather was mild and temperate in the months of January and February, which are usually the coldest months of the year. There is every sign of an early spring, and the prospects of crops around the station seem satisfactory.

"The total fall during past winter was about 5 feet in amount and hence approximately normal.

"No snow has fallen since the 8th January."

#### (9) KULU.

The following is a summary of reports received from the Assistant Commissioner, Kulu :

*January.*—Snow fell on the 2nd, 3rd, 5th, 6th and 30th in the Kulu Tahsil and on the 1st, the 3rd to the 7th and 30th in the Plach Tahsil. The falls of the 6th and 7th descended to 4,000 feet where the total amount was 4 inches.

*February.*—Snowstorms occurred on the 2nd, 5th, 6th, 14th, 15th, 24th and 25th in the Kulu Tahsil and on the 3rd, 5th, 6th, 7th, 11th, 15th, 16th, 24th and 25th in the Plach Tahsil. The falls on the 6th and 7th were unusually heavy and descended to an elevation of 3,000 feet where the total fall during the storm was 1 foot.

*March.*—Light snow fell on the higher ranges of Kulu on the 6th, 7th and from the 9th to the 18th. Some Lahoulis crossed the Rotang Pass in the middle of the month and nearly all passes in this district were open before the end of the month. The snow melted very rapidly during the last fortnight of the month.

*April.*—Snow fell on four days during the month on the higher ranges above 10,000 feet. The Rotang Pass was closed for three or four days, due to this snowfall.

*May.*—Rain fell slightly on the 1st, 11th, 12th and 13th in the Kulu Tahsil and on the 11th, 12th, 14th and 15th in the Plach Tahsil. During this period there was slight snowfall on the higher passes and peaks.

The Rotang Pass was not open for laden animals at the end of the month.

The snowfall of the past winter is generally considered to be heavier than usual.

The following table gives the depth of snow at the end of each month from January to May 1899 and also on the 25th May of the past eight years on seven of the passes in this district for comparison :

Tahsil.	Name of pass.	Elevation.	DEPTH OF SNOW IN					DEPTH OF SNOW ON THE 25TH MAY							
			January 1899.	February 1899.	March 1899.	April 1899.	May 1899.	1898.	1897.	1896.	1895.	1894.	1893.	1892.	1891.
		Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.
Kulu	Hamta	14,500	9	10	8	3	1	1	6	1	3	6	7	1	12
	Rotang	13,000	11	12	11	7	5	3	7	8	6	9	9	1	9
	Bhubhu	10,000	4	7	5	2	Nil	Nil	1	Nil	Nil	1	1	2	Nil
Plach	Gargarasan	17,000	8	9	6	3	2	1	4	2	2	2	4	1	4
	Srikand	15,000	13	14	9	6	5	5	8	7	10	12	15	4	32
	Basleo	11,000	6	6	3	1	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1
	Jalori	10,500	6	6	3	1	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1

The preceding statement showing the depth of snow on the higher passes on the 25th of May 1899 indicates that it was less than on the corresponding date in the years 1897, 1894, 1893 and 1891, and suggests that it was less than usual at the end of May. This is confirmed by the appearance of the snows on the higher Kulu ranges as seen from Simla.



## (B) NORTH-WESTERN PROVINCES HIMALAYAS.

## KUMAON.

The following is a statement of the estimated snowfall in this district measured in the same manner as in former years in accordance with arrangements made in the year 1890 :

Month.	Fall on Pindari and Panku a Peaks.	Fall on Ralum- dhura and Utam- dhura Passes.	Fall on Malla Byans, Chandan and Darma.
	Ft. In.	Ft. In.	Ft. In.
16th September to 15th October 1898 . . .	3 3	12 0	0 4
16th October to 15th November 1898 . . .	2 4	9 0	1 4
16th November to 15th December 1898 . . .	Nil	18 0	2 4
16th December 1898 to 15th January 1899 . . .	11 0	34 6	8 0
16th January to 15th February 1899 . . .	No return received.		
16th February to 15th March 1899 . . .	0 9	13 0	5 0
16th March to 15th April 1899 . . .	1 6	18 0	Nil
Total fall in winter of 1899 . . .	?	?	?
Total fall in winter of 1898 . . .	18 8	66 6	9 6
Total fall in winter of 1897 . . .	29 9	79 0	17 6
Total fall in winter of 1896 . . .	14 0	32 0	9 6
Total fall in winter of 1895 . . .	29 8	71 3	18 3
Total fall in winter of 1894 . . .	33 3	57 3	33 6

The snowfall of the past winter in Kumaon was considered by the natives of the district to be greater than in the winter of 1897-98.

This is confirmed by the preceding data which also show that the fall was similar in amount to that of the winters of 1896-97 and 1894-95.

## (C) ASSAM HIMALAYAS.

The following brief reports have been received through the Government of Assam :

*Hills north of Lakhimpur.*—The snowfall in the interior of the hills is reported to have been heavier than in the preceding winter.

*Hills north of Sadiya.*—The snow in these hills began to fall unusually early in the season and was very heavy. There was a very heavy fall late in March over the whole of the neighbouring Himalayas.

*Hills north of Darrang District.*—Almost all the hill people, who have come down this year, state that the snowfall of the past winter was heavy and the winter exceptionally severe.

*Hills north of Kamrup.*—Snowstorms occurred at frequent intervals during the winter, and the falls were unusually heavy in the months of November, December and the early part of January. The amount of snowfall during the year under report was greater than that of the preceding year.

## (D) PERSIA.

The data for this area are very scanty. Weather was much finer and drier than usual throughout the whole season, but more especially in December, January and March, and the rainfall was scanty and in large defect over the whole Persian area. So far as can be judged from the imperfect data, it is almost certain that the snowfall on the higher elevations was as largely below the normal as the precipitation at the stations in the plains.

The following table gives comparative data of the precipitation at several stations in the Persian area and also at Quetta and Kashgar :

Station.	RAINFALL.												RAINFALL OF PERIOD, NOVEMBER 1898 TO APRIL 1899.		
	November 1898.		December 1898.		January 1899.		February 1899.		March 1899.		April 1899.		Actual.	Variation from normal.	Percentage variation from normal.
	Actual.	Variation from normal.	Actual.	Variation from normal.	Actual.	Variation from normal.	Actual.	Variation from normal.	Actual.	Variation from normal.	Actual.	Variation from normal.			
Baghdad . . .	0.70	-0.33	1.13	-0.82	0.26	-1.33	0.14	-2.35	0.55	-1.38	0.31	-0.85	3.12	-7.05	-63
Teheran . . .	0.63	-0.41	0.57	-0.74	1.38	+0.22	0.96	-0.06	0.86	-2.17			4.40	-3.16	-42
Ispahan . . .	0.28	-0.88	0.12	-0.33	0.20	+0.03	0.37	+0.33	0.65	-0.56			1.61	-1.35	-45
Bashire . . .	2.65	+0.49	1.90	-1.31	0.90	-2.40	2.01	-0.50	0.02	-0.85	0	-0.58	7.48	-5.74	-43
Jask . . .	0.16	-0.47	0.02	-0.41	0.10	-0.61	0.33	-0.95	0.73	-0.45	0	-0.06	1.39	-2.95	-68
Quetta . . .	0.03	-0.24	0.41	-0.32	0.02	-2.01	2.01	-0.20	2.11	+0.11	0.10	-1.10	4.68	-3.54	-43
Meshed . . .	0.90	+0.39	0.24	-0.14	0.05	-0.18	1.36	+0.46	2.38	+0.18	0.69	-1.24	5.62	-0.53	-9
Kashgar . . .	0	-0.04	0	-0.27	0	-0.42	0	-0.13	0	-0.25	0	-0.12	0	-1.23	-100

\* Rainfall of period, November 1898 to March 1899.

The data establish conclusively that the rainfall at the stations typical of the large area including Mesopotamia, Persia and Baluchistan was much smaller in amount than usual. The winter was unusually dry throughout, and the total precipitation of the period, November 1898 to April 1899, probably barely half the normal fall of the period. No special information has been received of the snowfall on the higher ranges in Persia. It is, however, almost certain that the scanty rainfall was due to special meteorological conditions common to the whole of the Persian area, hills and plains, and hence that the deficiency in the precipitation was as marked on the mountain ranges (which are the chief sources of the water-supply of the rivers and canals upon which cultivation so largely depends in Persia) as in the plains.

#### PRECIPITATION ON THE OUTER RANGES OF THE HIMALAYAS.

The distribution of the precipitation of the period on the outer ranges of the whole Himalayan area is indicated very clearly by the data of the following table :

Station.	PRECIPITATION.												PRECIPITATION OF PERIOD, NOVEMBER 1898 TO APRIL 1899.		
	November 1898.		December 1898.		January 1899.		February 1899.		March 1899.		April 1899.		Actual.	Variation from normal.	Percentage variation from normal.
	Actual.	Variation from normal.	Actual.	Variation from normal.	Actual.	Variation from normal.	Actual.	Variation from normal.	Actual.	Variation from normal.	Actual.	Variation from normal.			
Cherat . . .	0	-0.21	0.97	+0.25	0	-2.94	4.31	+1.97	2.43	-2.50	0.69	-1.61	8.40	-5.07	-38
Murree . . .	0	-1.08	1.44	+0.24	0.16	-3.36	3.02	-0.71	2.66	-0.99	2.70	-0.70	9.98	-6.60	-40
Simla . . .	0.13	-0.41	3.09	+2.35	0.76	-1.51	2.23	-0.45	0.26	-1.98	1.14	-0.76	7.61	-2.84	-27
Kotgarh . . .	0	-0.63	1.81	+1.20	0.45	-1.73	1.17	-1.59	0.57	-4.12	...	...	...	...	...
Kilba . . .	0.40	-1.57	4.09	+2.85	1.93	-3.63	3.94	-1.36	1.57	-4.41	...	...	...	...	...
Chakrata . . .	0.24	-0.35	4.32	+3.66	2.34	-1.19	3.52	-0.29	1.13	-1.26	2.43	+0.95	13.93	+1.52	+12
Mussooree . . .	2.25	+1.85	5.02	+3.96	2.11	-0.72	2.66	-0.23	0.65	-1.93	1.61	+0.19	14.30	+3.12	+28
Ranikhet . . .	0.90	+0.57	2.51	+1.95	1.32	-1.62	1.97	+0.02	0.13	-2.11	1.82	+0.71	8.65	-0.45	-5
Katmandu . . .	0	-0.18	0.59	+0.34	1.34	+0.54	0.65	-0.43	1.22	-0.01	-2.02	-0.07	5.83	+0.19	+3
Darjeeling . . .	0.75	+0.55	0.55	+0.33	0.41	-0.26	0.51	-0.43	2.79	+1.12	5.11	+0.50	10.12	+1.83	+22
Guntak . . .	1.98	+0.55	1.44	+0.90	2.53	+1.84	4.08	+1.70	9.37	+4.32	8.27	-2.06	27.67	+7.34	+26
Yatung . . .	0.02	-0.23	0.08	+0.03	2.05	+1.75	1.21	+0.83	1.51	-1.61	4.06	-0.90	5.94	-0.13	-1



The precipitation of the period was in considerable to large defect at the hill stations on the outer and middle ranges of the Punjab Himalayas. The deficiency probably averaged about 40 per cent. and was larger, both in actual amount and relatively to the normal, at Kilba than at Simla. The precipitation was in moderate excess, on the average of the three stations, on the outer ranges of the North-Western Provinces Himalayas and in large excess in Sikkim. The distribution of the rainfall, as indicated by these stations, is in full accordance, it will be seen, with the snowfall reports.

### SUMMARY OF THE SNOWFALL DATA.

The whole of the available data bearing on the character and amount of the snowfall in the mountain regions to the north and north-west of India have been given above. They have been given in fuller detail than usual, as the conclusions are opposed to statements that have appeared in various quarters with respect to the snowfall of the past winter. The data are very consistent and show clearly a gradual transition in the amount and character of the distribution from west to east. The winter snowfall and precipitation was very largely below the normal in Persia, Afghanistan, Chitral and Baluchistan, in slight defect in the Kashmir and Punjab Himalayas (due almost entirely to less precipitation than usual on the lower ranges combined with normal or slightly heavier fall on the interior ranges), in slight to moderate excess in Kumaon and Garhwal (or the Himalayas of the North-Western Provinces) and in large excess in the Eastern Himalayas of Sikkim and Assam.

The chief features of the snowfall of the cold weather were :

- (1) The winter commenced somewhat earlier than usual in Afghanistan and Kashmir. Weather was unusually fine and free from winter storms in Afghanistan and Baluchistan from November to February.
- (2) The number of cold-weather disturbances from November to January was considerably less than usual. Most of the storms in this period originated either in Baluchistan or India and not in Persia, and were hence of slight intensity. One storm, that of the 29th December to the 1st January, was severe and gave heavy and general snowfall in the Western Himalayas. The snowfall up to the end of February in that area was considerably below the normal on the whole and was nowhere excessive.
- (3) The number of depressions in February, March and April was much larger than usual. Baluchistan, Afghanistan, Chitral and North Kashmir had frequent light to moderate precipitation during the period. A disturbance of moderate intensity extending from the 4th to the 6th February gave moderate to heavy snow in Kashmir and the Punjab Himalayas. The snowfall during this period was in slight to moderate excess in the Western Himalayas, chiefly due to the frequent falls in March and April, the excess being probably most marked on the interior and higher ranges.
- (4) The chief feature of the season was the frequent moderate falls in April over the whole of the Western Himalayas west of Kumaon. The fall was moderately heavy in the Simla hill districts and Lahoul. Snow fell down occasionally to 9,000 to 10,000 feet and caused extensions of the snow-clad surface in the hills for brief periods which affected the meteorological conditions in Upper India. The snow melted very rapidly during the hot weather of the last fortnight of May, and the snow-line on the 31st of May was at a mean elevation of from 13,000 feet to 14,000 feet in the Punjab Himalayas and 15,000 feet in Ladakh.
- (5) The snowfall of the past season up to the end of May was, so far as can be judged from the data, much below the normal in Persia and Baluchistan and in moderate to considerable defect

- in Afghanistan as represented by Kabul, Wana, the Kurram Valley, the Khyber Pass and the neighbouring mountain ranges.
- (6) The total fall of the period up to the end of May was probably about normal in amount or in slight excess on the higher and interior ranges of the Kashmir and Punjab Himalayas. This appears to be fully established by the information received from Kashmir, Chamba and the Simla hill districts. The precipitation of the period was, on the other hand, in considerable to large defect on the outer and middle ranges. There were only two periods of heavy snowfall in the Upper India Himalayas, *viz.*, from the 29th December to the 1st January and the 4th to the 6th February. During the early part of the season the intervals of fine, dry, clear weather between the storms were much more prolonged than usual. On the other hand, weather was more frequently disturbed in March and April than usual, and numerous light falls of snow were received on the interior ranges. So far as can be judged from the actual data received, the accumulation on the higher elevations in Kashmir, Lahoul, Chamba and the Simla hill districts was probably about normal in amount, and in Kulu and probably Ladakh was somewhat less than the normal. There is, hence, no abnormal extension of the snow-clad surface, the snow-line at the end of the period being at about 13,500 feet.
  - (7) The data for Garhwal and Kumaon (including those of the hill stations of Mussooree and Ranikhet) establish that the snowfall of the period was above the normal and probably to a moderate extent.
  - (8) No information has been received for Sikkim and Nepal.
  - (9) The information relative to the snowfall in the Assam Himalayas is as usual, scanty, but appears to indicate that the fall was considerably heavier than usual over the whole of the Assam Himalayas.

The snowfall accumulation in May 1898 was unusually small, due to the abnormally dry weather of the preceding winter. Little or no snow fell during the south-west monsoon period from June to August 1898, and the accumulation on the higher ranges in the Western Himalayas at the end of August was probably less than at the corresponding period of the previous 10 or 15 years. A very early and heavy fall occurred in the fourth week of September which brought down the snow-line in Kashmir to about 8,000 feet. No further snow fell until the end of December. The falls were much less frequent than usual and with long intervals of bright clear weather in January and February. Frequent light snow was received in March, April and the first fortnight of May, chiefly on the higher ranges. The whole of the available data indicate that the extent of the snow-clad surface and the depth of the accumulation are abnormally small on the higher ranges in Afghanistan and Chitral, and that they are probably somewhat less than usual in the Kashmir and Punjab Himalayas. The height of the snow-line is also probably somewhat higher than usual in the Upper India Himalayas. The snowfall conditions in Upper India and the Persian area are hence favourable to an early and strong monsoon and to its extension to its utmost limits in the Punjab. The snowfall in the Eastern Himalayas has, on the other hand, been much heavier than the normal. It is, however, uncertain how far heavy snowfall in the Eastern Himalayas affects the strength and extension of the monsoon currents, as sufficient data of a trustworthy nature are not yet available for discussing this question for that area. Theory appears to indicate that it would tend, under the conditions of the present year, to diminish the rainfall in North-Eastern India and give increased rain to North-Western India.

#### ABNORMAL FEATURES OF THE METEOROLOGY OF INDIA DURING THE PREVIOUS EIGHTEEN MONTHS.

The meteorology of the dry monsoon (January to May) 1898 was very similar in several respects to that of the corresponding period of the present



year. The most important features of the meteorology of India during the first five months of 1898 were as follows:

- (1) The snowfall of the winter of 1897-98 was much less than usual over the whole of the Western Himalayas and probably also in Afghanistan, Chitral and in Baluchistan. There was a heavy and somewhat abnormal fall in the second week of May over the whole of the Western Himalayas.
- (2) The pressure conditions in India during the first five months of 1898 were such as accompany higher temperature in Northern India and less snowfall than usual in the Western Himalayas and probably also the Eastern Himalayas. The chief features, which were remarkably persistent, were (a) general deficiency of pressure, (b) local deficiency in Northern India and Burma, most marked in Bengal and Burma, and (c) local excess in Western India, greatest in Sind, Kathiawar and the Konkan.
- (3) The temperature conditions during these five months were such as usually accompany a more open and drier winter than usual and scanty snowfall in the Himalayan area. Temperature was largely in excess in April and in moderate excess in May. The excess in these months was, on the whole, most pronounced in North-Western India and the North Deccan.
- (4) The air was throughout nearly the whole season much drier than usual and skies remarkably free from cloud.
- (5) The air movement was more vigorous than usual in March and April, due to the intensified thermal conditions of the period in the interior of India.
- (6) Some of the abnormal features of the meteorology of India during the period were related to abnormal conditions prevailing in Persia and South Eastern Europe. Anti-cyclonic conditions obtained to a most unusual degree in Southern Europe in November, December and February, and, as a consequence, cool dry north-west winds prevailed in Persia with remarkable persistence from November to February. This abnormal air movement extended across Baluchistan and the north of the Arabian Sea and undoubtedly contributed to the unusual dryness of the air and freedom from severe cold-weather storms of the period in Northern and Central India.

It was stated in the south-west monsoon forecast published in the *Gazette of India* for 3rd June 1898 that the meteorological conditions in India immediately antecedent to the monsoon were, on the whole, favourable over the greater part of India; and hence that if, as was anticipated from information received from South Africa, Zanzibar and Mauritius, the conditions over the sea area to the south were favourable, normal or favourable rain might be expected over the greater part of the area. This anticipation was fortunately verified.

The general conclusions in the forecast were "that the rainfall may be deficient to a slight or moderate extent, depending chiefly upon the strength of the monsoon, in Sind, Cutch, the North and West Punjab and West Rajputana; that it will very probably be at least normal in amount in Central India and the northern half of the Peninsula, except perhaps Berar, Khandesh and the West Deccan, and may be in moderate excess in the eastern half of the North-Western Provinces, Bihar, the Central Provinces and the eastern states of Central India. It will probably be normal or in excess in Burma, Assam and perhaps in East and North Bengal, and may be in slight defect in West Bengal."

The south-west monsoon currents in 1898 were, on the whole, favourable as rain-distributing winds.

The south-west monsoon rains commenced somewhat later than usual on the Malabar and Konkan Coasts and almost simultaneously on the 9th and 10th

along the whole west coast. They began on the 16th, and hence about the normal date on the Bengal Coast.

The humid currents extended rapidly into the interior and gave general rain in Northern and Central India between the 11th and 18th. The first burst of monsoon winds in the Arabian Sea was very feeble and the current fell off rapidly on the 17th and 18th. It withdrew temporarily from Upper India on the 19th, and the break in the rains gradually extended over practically the whole of India during the next four days. North and East Bengal received a heavy downpour on the 1st, 22nd and 23rd. The break was general from the 25th to the 28th on which day rain recommenced in North-Eastern India and extended over the greater part of the country by the end of the month.

The rainfall of the month was less than usual in Burma, Assam, Arakan, Berar, Khandesh and the greater part of Madras and was practically normal over the remainder of India.

The Bombay current was steady throughout July and was above its normal strength from the 13th to the 23rd and again from the 24th to the end of the month. The Bengal current was strong but somewhat unsteady, and three storms formed during the month in the north of the Bay of Bengal.

The first storm (lasting from the 2nd to the 8th) advanced from the head of the Bay along a west by north track to Lower Sind. The second lasting from the 16th to the 21st formed in Central Bihar and advanced almost due westwards to Sind. Both these storms gave moderate to heavy rain in the districts over which they passed. The third storm formed off the coast of North Madras on the 22nd and broke up in the North Deccan on the 26th. The rainfall of the month was above the normal over the greater part of India, including Chota Nagpur, South Bihar, the North-Western Provinces, Punjab, the Bombay Coast, the Deccan, the Central Provinces and North Madras. There was a moderate deficiency in Upper Burma, the Assam Valley, Central and North Bengal and Bihar. The rainfall of the month was hence abundant and favourably distributed.

The Bombay current was considerably weaker than usual in August, and the rainfall of the month was more or less below the normal over the whole area chiefly or entirely dependent on that branch of the monsoon current. The rainfall of the month in that area was, relatively to the normal, most deficient in the Punjab, Rajputana, Berar, the Bombay Deccan and Mysore. The Bay current was of normal strength, but was determined more largely to North-Eastern India than usual, and the rainfall of the month was in general excess in Burma (except perhaps Upper Burma), Assam, Bengal, the North-Western Provinces and the Central Provinces. The excess was, on the whole, most pronounced in Tenasserim (67 per cent.), Arakan (70 per cent.), the North-Western Provinces (53 per cent.), East Bengal (63 per cent.) and Assam (24 per cent.).

The Bombay current was slightly stronger than usual in September, but was, as in August, diverted from Upper India and determined more largely than usual to the Peninsula. The rainfall of the month was, hence, very deficient in North-Western India, almost as largely as in August. It was, on the other hand, in moderate to large excess over the centre and south of the Peninsula and in slight to moderate defect in the north of the Peninsula. The Bay current was of normal strength, but was, as in August, more largely directed to North-Eastern India than usual. The distribution of the rainfall was partly determined by the two cyclonic storms of the month which advanced along a more northerly track than usual from the Bay into Bihar and the North-Western Provinces. The rainfall of the month was excessive in Bihar and more or less above the normal in Bengal, Chota Nagpur and the eastern and central districts of the North-Western Provinces.

The Peninsula (chiefly the southern districts) received moderate rain during the first nine days of October. A storm formed in the Bay on the 9th and 10th which proceeded along a northerly track and gave very heavy rain in North Madras and Bengal from the 10th to the 15th. This was the conclusion of the



monsoon rains of 1898 in North-Eastern India. Fine dry weather prevailed over the whole of India until the 23rd when rain recommenced in Southern India and continued during the remainder of the month. A cyclonic storm formed in the south-west of the Bay on the 4th and 5th of November. It advanced westwards across the South Coromandel Coast on the 6th. Its advance gave moderate to heavy rain over the southern and central districts of the Peninsula from the 6th to the 14th. Dry weather set in on the 16th and continued until the 25th when showery weather recommenced. A disturbance formed in the extreme south-west of the Bay on the 28th and 29th. Its advance westwards was followed by heavy and general rain over Southern India from the 30th of November to the 2nd of December when dry weather was re-established.

The rainfall during the retreating south-west monsoon period was hence abundant and favourable over the greater part of the Madras Presidency and the Deccan, and the excess was large in the coast districts from Nellore southwards.

The following statement gives rainfall data of the south-west monsoon and retreating south-west monsoon periods in thirteen larger provinces:

Province or Division.	SOUTH-WEST MONSOON PERIOD, JUNE TO OCTOBER 1898.				RETREATING SOUTH-WEST MONSOON PERIOD, NOVEMBER AND DECEMBER 1898.			
	Average actual.	Average normal.	Variation from normal.	Percentage variation from normal.	Average actual.	Average normal.	Variation from normal.	Percentage variation from normal.
	Inches.	Inches.	Inches.		Inches.	Inches.	Inches.	
Burma . . . . .	97.60	93.84	+3.76	+4	0.33	2.96	-2.63	-89
Assam . . . . .	72.75	73.26	-0.51	-1	0.63	1.30	-0.67	-52
Bengal . . . . .	68.19	59.84	+8.35	+14	0.09	0.91	-0.82	-90
Chota Nagpur . . . . .	52.52	47.49	+5.03	+11	0.23	0.71	-0.48	-68
Bihar . . . . .	52.49	43.50	+8.99	+21	0.03	0.31	-0.28	-90
North-Western Provinces and Oudh.	41.75	34.70	+7.05	+20	0.49	0.40	+0.09	+23
Punjab . . . . .	12.85	15.15	-2.30	-15	0.63	0.57	+0.06	+11
Central Provinces . . . . .	45.61	45.80	-0.19	0	0.09	0.79	-0.70	-89
Central India . . . . .	36.70	40.95	-4.25	-10	0.28	0.73	-0.45	-62
Rajputana . . . . .	12.16	18.66	-6.50	-35	0.45	0.37	+0.08	+22
Berar . . . . .	26.31	37.48	-11.17	-30	0.12	1.18	-1.06	-90
Bombay . . . . .	41.59	41.27	+0.32	+1	0.76	0.89	-0.13	-15
Madras . . . . .	34.84	34.20	+0.64	+2	11.87	7.55	+4.32	+57

Although the rainfall was in considerable defect in Berar and North Bombay, it was favourably distributed in every respect. The same was the case over a large part of the Punjab, and the only areas in which the rainfall was insufficient for the crops were parts of Rajputana (chiefly the western and central districts) and of the South and South-East Punjab.

The preceding data indicate generally the favourable character of the rainfall of the monsoon period from the end of May to the middle of October over the whole of India.

They also show that Madras received favourable and satisfactory rain during the period of the retreating monsoon. The rainfall during that period was, on the other hand, very scanty over the whole of North-Eastern and Central India and the North Deccan. Over the greater part of that area the total rainfall of the period was less than 20 per cent. of the normal.

The later or retreating south-west monsoon rains terminated in Southern India slightly earlier than usual in the beginning of December. The cold weather rains began in the last week of December in the Punjab and the adjacent mountain districts to the north and east.

*November* 1898 was even finer and more settled than usual in North-Western and Central India and the Deccan and the mountains to the north-west and north of the Punjab, and little or no snow fell in the Himalayan area during the month. Temperature was in considerable excess in the Central Provinces, Berar, North Bombay and Central India.

*December* was also finer than usual over the greater part of Northern India. Fine weather held steadily until the last week of the month when a disturbance gave moderately heavy snow in the Punjab hill districts. The chief feature of the month was the abnormally high temperature in the large central area including Khandesh, the Deccan, Berar, Hyderabad and the Central Provinces in which it ranged between  $4^{\circ}$  and  $8^{\circ}$  above the normal. The month was practically rainless except in South Madras which had moderate to heavy rain and in the greater part of North-Western India which had light to moderate rain.

The following is a brief summary of the chief features of the meteorology of India during the past five months:

*January* was remarkably free from cold-weather storms. Weather was disturbed at the commencement of the month, and snow fell from the 2nd to the 6th in the Punjab hills. The fall was heavy in the Simla hills and in Almora. Fine clear weather prevailed generally during the remainder of the month, and the chief features of the meteorology of the month were abnormal dryness of the air, deficient cloud and scanty rainfall. A strongly marked cool wave affected Northern India after the snowfall of the first week of the month. A second cool wave advanced across Northern India between the 15th and 18th. The mean temperature of the month, both by day and night, was more or less below the normal over nearly the whole of India. The deficiency was considerable over the whole of Northern and Central India, ranging between  $2^{\circ}$  and  $5^{\circ}$  for the month.

*February* was somewhat more disturbed than usual, due to a succession of five depressions and cold-weather storms which advanced across Northern India during the period. With one exception, they were very feeble and gave very little rain in the plains except in Upper India, Bengal and Assam. The rainfall of the month was hence very scanty and below the normal—more especially in Upper India. Pressure was in considerable defect over the whole of India by amounts averaging .04 inch. Temperature was above the normal except in parts of Burma. The excess was considerable in North-Western India, ranging between  $2^{\circ}$  and  $5^{\circ}$ , and was small in North-Eastern India and the Peninsula. The air was much drier than usual—more especially in the interior, including Rajputana, Central India, Berar, the Central Provinces and North Deccan.

*March*.—A series of shallow depressions similar to those of the preceding month advanced across Northern India. They gave little or no rain except in Baluchistan, the North Punjab, the Punjab hills, Bengal and Assam. The month was much drier than usual—more especially in Berar, the Central Provinces and Deccan. Temperature was in general excess, the variations from the normal being small in the Peninsula, Burma and Bengal and moderate to considerable in amount ( $2^{\circ}$  to  $5^{\circ}$ ) in North-Western and Central India. The mean pressure of the Indian area was .01 inch below the normal. Pressure was, as in January, relatively in slight defect in North-Eastern and Southern India and in slight excess in North-Western and Central India. The abnormal temperature features of the month were similar to those of the preceding month.

*April*.—The mean pressure of the Indian area only differed by .001 inch from the normal. The abnormal features of the month were practically opposite to those of the preceding month. Pressure was locally in defect over the greater part of North-Western India and also in Burma and in excess in North Eastern India. The chief feature of the weather of the month was the occurrence of



unusually heavy rainfall over the south and centre of the Peninsula, accompanying series of thunderstorms of unusual frequency and intensity. The rainfall of the month was hence very largely above the normal over the whole of Madras, the Deccan and West Coast and to a less extent in North-Eastern India. Temperature was hence considerably below the normal over the whole of the interior of the Peninsula by amounts ranging between  $2^{\circ}$  and  $5^{\circ}$ . It was in slight excess in Upper India and in moderate excess in Burma.

*May*—The mean pressure of the Indian area was slightly below the normal ( $30.18$  inch). Pressure was, relatively to the general condition, more or less in defect in North-Eastern India and Burma and in Upper India and was in excess in the remainder of India. This contrast of conditions between Upper and North-Eastern India and Western India, it may be noted, almost invariably obtains in years of strongly marked hot-weather conditions—more especially after milder winters than usual in the Western Himalayas. The local deficiency was most marked in Bengal and the West Punjab, and the local excess greatest in the western half of the Peninsula. The following gives data for stations in the areas of greatest excess and deficiency of pressure:

Station.	PRESSURE ANOMALY IN MAY.			Station.	PRESSURE ANOMALY IN MAY.		
	1899.	1898.	1897.		1899.	1898.	1897.
	Inch.	Inch.	Inch.		Inch.	Inch.	Inch.
Saugor Island . . .	—0.41	—0.13	—0.10	Khandwa . . .	+0.32	+0.23	+0.21
Chittagong . . .	—0.32	—0.08	+0.01	Ratnagiri . . .	+0.33	+0.27	+0.33
Narayanganj . . .	—0.30	—0.09	—0.05	Goa . . .	+0.39	+0.34	+0.34
Mymensingh . . .	—0.31	—0.12	—0.08	Mangalore . . .	+0.32	+0.13	+0.18
Dhubri . . .	—0.35	—0.17	—0.04	Coimbatore . . .	+0.30	+0.05	+0.07
Peshawar . . .	—0.46	—0.02	+0.11				
Dera Ismail Khan . .	—0.42	?	—0.17				
Mooltan . . .	—0.43	+0.08	—0.27				

The pressure variations in May 1887, May 1894, May 1895, May 1896, May 1897 and 1898 were similar in general character to those of the corresponding month of the present year, the chief difference being that they were slightly more marked in the present year than in those preceding years. The large local deficiency in the West Punjab is a special feature of the present year.

The position of the trough of low pressure varied very considerably during the month. At the end of the month its axis was defined by the stations of Calcutta, Hazaribagh, Allahabad, Sirsa and Dera Ismail Khan, and was hence further north than usual.

The mean temperature of the month was in excess over the whole of Northern and Central India. The excess was large in the Punjab, North Bengal and Cachar. The excess averaged  $5.3^{\circ}$  in the Punjab,  $3^{\circ}$  in North Bengal and  $2\frac{1}{2}^{\circ}$  in Cachar. It was in very slight defect in the Peninsula and in slight to moderate defect in Burma, due to the frequent general rain during the month in that province.

Frequent rain was received in Burma and occasional rain (much below the normal) in Assam and parts of Bengal.

The rainfall of the month was in excess in Burma and in considerable to large general defect in parts of Bengal and in Assam.

The meteorology of India during the past five months has been characterized by strongly marked abnormal features.

The following states the most important :

- (1) Pressure was from January to May below the normal over the Indian area, as is shown by the following statement :

Month.	MEAN 8 A.M. PRESSURE ANOMALY OF INDIAN AREA.					
	1899.	1898.	1897.	1896.	1895.	1854.
	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.
January . . .	—'003	+ '017	—'003	—'003	—'009	—'020
February . . .	—'040	—'077	—'036	—'012	+ '009	+ '010
March . . .	—'010	—'013	—'020	—'022	—'018	—'017
April . . .	—'001	—'017	+ '038	—'032	+ '013	—'019
May . . .	—'018	—'008	—'005	+ '013	—'007	—'023

- (2) Pressure has been, during the greater part of the period, in slight defect in Northern India and Burma. The following table gives data in illustration of this feature :

Division.	MEAN 8 A.M. PRESSURE ANOMALY IN								
	October 1898.	November 1898.	December 1898.	January 1899.	February 1899.	March 1899.	April 1899.	May 1899.	Mean of period.
	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.
Burma . . .	—'004	+ '003	+ '007	—'003	+ '012	—'006	—'011	—'009	—'001
Assam . . .	+ '015	+ '003	—'019	—'007	+ '003	—'002	+ '010	—'026	—'003
Bengal . . .	+ '004	+ '008	+ '002	—'005	—'007	—'014	+ '008	—'023	—'003
Bihar . . .	+ '005	0	—'016	—'002	—'007	—'016	+ '013	—'016	—'005
Chota Nagpur . .	+ '006	+ '001	—'008	—'020	—'003	—'010	+ '013	+ '001	—'003
North-Western Provinces and Oudh .	+ '004	—'008	—'010	—'003	—'012	—'009	+ '007	—'003	—'004
Punjab . . .	—'006	—'003	—'008	+ '010	—'009	+ '003	—'003	—'020	—'005
Rajputana . . .	—'005	—'016	—'017	+ '009	—'007	+ '017	—'020	+ '008	—'004

- (3) Pressure has been generally in local excess in the Peninsula, Kathiawar, Berar, the Central Provinces and Central India, and there was a marked tendency to the establishment of an area of locally high pressure in Berar and the western districts of the Central Provinces in February, March and May. The area of greatest excess has varied slightly from month to month.. The following gives data :

Division.	MEAN 8 A.M. PRESSURE ANOMALY.								
	October 1898.	November 1898.	December 1898.	January 1899.	February 1899.	March 1899.	April 1899.	May 1899.	Mean at period.
	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.
Kathiawar (Rajkot) .	—'013	—'023	+ '004	+ '017	+ '002	+ '022	—'018	+ '024	+ '002
South-West Rajputana (Deesa) . . .	—'004	—'016	—'006	+ '013	—'005	+ '014	—'029	+ '022	—'001
Central India . . .	+ '006	—'007	—'006	+ '005	+ '007	+ '016	—'004	+ '016	+ '004
Central Provinces . .	+ '014	+ '009	+ '002	+ '003	+ '005	+ '013	+ '005	+ '009	+ '008
Berar . . .	—'008	+ '007	+ '009	+ '012	+ '021	+ '025	+ '021	+ '026	+ '016
West Coast . . .	—'018	—'004	+ '002	—'003	+ '011	+ '003	—'001	+ '029	+ '002
Bombay Deccan . . .	—'002	+ '002	+ '003	—'004	+ '006	+ '009	+ '001	+ '028	+ '005
South India . . .	—'012	—'002	+ '015	—'011	+ '003	—'002	—'008	+ '020	0
Ceylon . . .	—'028	—'020	—'006	—'008	+ '014	0	—'011	+ '021	—'005



These conditions were established at the end of the rains in December and have been fairly persistent up to the present time.

- (4) Pressure was generally in relative excess at the hill stations, or the vertical pressure anomalies were positive in February, March and May and in relative defect in January and April. On the mean of the period—January to May—pressure has been in moderate to considerable relative excess. The following gives data for seven pairs of stations :

Pair of stations.	MEAN 8 A.M. VERTICAL PRESSURE ANOMALY IN					
	January 1899.	February 1899.	March 1899.	April 1899.	May 1899.	Mean of period—January to May 1899.
	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.
Leh and Lahore . . . . .	+ '019	+ '118	+ '063	— '013	+ '075	+ '052
Simla and Ludhiana . . . . .	— '043	+ '046	+ '042	— '001	+ '047	+ '018
Murree and Peshawar . . . . .	— '040	+ '020	+ '007	— '007	+ '058	+ '008
Chakrata and Roorkee . . . . .	— '024	+ '048	+ '048	— '005	+ '047	+ '023
Ranikhet and Bareilly . . . . .	— '026	+ '035	+ '038	— '006	+ '025	+ '013
Darjeeling and Dhubri . . . . .	— '032	+ '021	— '012	— '033	+ '039	— '003
Quetta and Jacobabad . . . . .	+ '010	+ '057	+ '035	+ '032	+ '043	+ '035

- (5) Temperature is, on the mean of the whole period, in excess over North-Western India. It was in general excess in February, March and May. The excess was moderate to considerable in North-Western India and large in Upper India in May. The disturbed weather of January and April reduced it below the normal. The following gives comparative data of the variations of the mean daily temperature for the whole of Burma, Northern and Central India and the Peninsula, month by month, from January to May 1898.

Province or Division.	VARIATION FROM NORMAL OF MEAN DAILY TEMPERATURE.					
	January 1899.	February 1899.	March 1899.	April 1899.	May 1899.	Mean of period.
	0	0	0	0	0	0
Burma . . . . .	0	— 0'4	+ 0'9	+ 1'0	— 1'2	+ 0'1
Assam . . . . .	— 2'7	+ 0'1	— 0'1	— 1'2	+ 1'9	— 0'4
Bengal . . . . .	— 2'8	+ 0'7	+ 1'2	— 0'8	+ 1'7	0
Orissa . . . . .	— 1'2	+ 1'1	+ 1'7	— 1'7	0	0
Bihar . . . . .	— 3'3	+ 1'2	+ 1'2	— 1'7	+ 1'6	— 0'2
Chota Nagpur . . . . .	— 2'6	+ 1'5	+ 3'0	— 2'1	+ 0'6	+ 0'1
North-Western Provinces and Oudh . . . . .	— 3'4	+ 2'2	+ 2'6	— 1'2	+ 1'8	+ 0'4
Punjab . . . . .	— 3'2	+ 2'4	+ 2'9	0	+ 5'3	+ 1'5
Sind . . . . .	— 3'1	+ 2'4	+ 1'1	+ 1'4	+ 1'9	+ 0'7

Province or Division.	VARIATION FROM NORMAL OF MEAN DAILY TEMPERATURE.					
	January 1899.	February 1899.	March 1899.	April 1899.	May 1899.	Mean of period.
.	0	0	0	0	0	0
Rajputana . . . . .	-3'0	+3'1	+3'1	+0'9	+2'7	+1'4
Gujarat . . . . .	-3'6	+1'4	+0'2	+0'4	-0'6	-0'4
Central India . . . . .	-4'0	+1'7	+1'9	-0'1	+0'3	0
Central Provinces . . . . .	-2'4	+1'4	+1'8	-1'3	+0'5	0
Berar . . . . .	-2'1	+1'4	+2'5	-1'3	+0'3	+0'2
West Coast . . . . .	-1'3	+0'2	+0'4	-1'1	0	-0'4
Bombay Deccan . . . . .	-2'3	0	+0'7	-2'5	-0'6	-0'9
Mysore . . . . .	0	+0'9	+0'3	-1'5	-1'8	-0'4
Madras Coast . . . . .	+0'1	+0'5	-0'4	-0'4	+0'8	+0'1
Madras Deccan . . . . .	+0'1	+1'3	0	-2'6	-0'7	-0'4
South India . . . . .	-0'8	+0'1	-0'9	-3'8	-0'4	-1'2

(6) The air has been much drier than usual during the greater part of the period over nearly the whole of the interior and more especially in Rajputana, Central India, Berar, the Central Provinces and Deccan. The decreased humidity was in part due to increased temperature and in part to the presence of a smaller amount of aqueous vapour than usual in the air.

The following gives comparative data for fourteen representative stations :

Station.	VARIATION FROM NORMAL OF MEAN RELATIVE HUMIDITY (i.e., PERCENTAGE OF SATURATION).						Mean of period.
	November 1898.	December 1898.	January 1899.	February 1899.	March 1899.	April 1899.	
Hazaribagh . . . . .	-4	-2	+1	-2	-9	+4	-2
Allahabad . . . . .	-7	-9	-3	-6	-6	+1	-5
Roorkee . . . . .	0	+3	-5	-7	-10	-5	-4
Meerut . . . . .	-4	-4	-13	-4	-7	-5	-6
Lahore . . . . .	-5	-2	-9	-3	-9	0	-5
Jeypore . . . . .	-12	0	-15	-7	-9	-1	-7
Jacobabad . . . . .	-4	-1	-10	+3	-1	-6	-3
Kurrachee . . . . .	-12	-13	-11	+2	+2	-3	-6
Deesa . . . . .	-3	+8	-10	-4	-5	-3	-3
Mount Abu . . . . .	-1	+4	-9	-4	-7	-2	-3
Khandwa . . . . .	-8	-6	-15	-11	-13	-3	-9
Akola . . . . .	-10	-7	-17	-5	-10	+9	-7
Hyderabad (Deccan) . . . . .	-3	0	-10	-5	-10	+4	-4
Bellary . . . . .	-5	-2	-12	+3	-3	+3	-3



- (7) The distribution of cold and hot weather rainfall has been unusual. The rainfall of both seasons was slightly above the normal in Bengal and Bihar. The cold weather rainfall was in considerable to large defect in the Punjab, Sind, Rajputana, Gujarat, Central India, the Central Provinces and Berar. Over the greater part of that area practically no rain fell. The rainfall was in excess in the hot weather season over nearly the whole of Northern India and Burma. The excess was considerable (over 30 per cent.) in Bihar, Chota Nagpur, Orissa, Sind and Berar.

The following gives comparative data showing its distribution in both seasons:

Province or Division.	COLD WEATHER RAINFALL (JANUARY AND FEBRUARY 1899).				HOT WEATHER RAINFALL (FROM 16TH FEBRUARY TO 30TH MAY 1899).			
	Average actual.	Average normal.	Variation from normal.	Percentage variation from normal.	Average actual.	Average normal.	Variation from normal.	Percentage variation from normal.
	Inches.	Inches.	Inches.		Inches.	Inches.	Inches.	
Burma . . . . .	0.06	0.21	-0.15	-71	8.59	6.96	+1.63	+23
Assam . . . . .	2.78	2.18	+0.60	+28	24.73	27.16	-2.43	-9
Bengal . . . . .	1.80	1.35	+0.45	+33	10.52	9.13	+1.39	+15
Bihar . . . . .	1.70	1.25	+0.45	+36	3.12	2.12	+1.00	+47
Chota Nagpur . . . . .	0.98	1.41	-0.43	-30	4.05	3.04	+1.01	+33
Orissa . . . . .	0.46	1.18	-0.72	-61	7.85	4.45	+3.40	+76
North-Western Provinces and Oudh . . . . .	0.89	1.17	-0.28	-24	1.32	1.06	+0.26	+25
Punjab . . . . .	0.77	1.87	-1.10	-59	1.00	2.16	-1.16	-54
Sind . . . . .	0.01	0.71	-0.70	-99	0.87	0.42	+0.45	+107
Rajputana . . . . .	0.01	0.56	-0.55	-98	0.37	0.65	-0.28	-43
Central India . . . . .	0.19	0.98	-0.79	-81	0.30	0.54	-0.24	-44
Gujarat . . . . .	0	0.08	-0.08	-100	0.11	0.09	+0.02	+22
Central Provinces . . . . .	0.34	0.77	-0.43	-56	1.21	1.18	+0.03	+3
Berar . . . . .	0.23	0.65	-0.42	-65	1.47	0.56	+0.91	+163

**Summary.**—The following is a summary of the chief features of the meteorology of India during the past five months, which are most likely to influence the advance of the monsoon currents and the distribution of the monsoon rainfall:

- (1) The snowfall of the past winter has undoubtedly been much less than usual over the whole of the Western Himalayas and also in Afghanistan, Baluchistan and Persia. It was probably in local excess in Kashmir and also in Kumaon and Garhwal. The snowfall was distributed fairly throughout the season, and there is no abnormal accumulation at the end of May except perhaps on the higher ranges in Kashmir.
- (2) The snowfall of the past winter has been heavier than usual in the Sikkim and Assam Himalayas.
- (3) The pressure conditions in India during the past five months were such as accompany higher temperature in Northern India and less snowfall than usual in the Western Himalayas. The chief features, which have been fairly persistent, are (a) general

deficiency of pressure, (b) local deficiency in Northern India and Burma, most marked in Bengal and the Punjab, and (c) local excess in the Peninsula and Central India, greatest in Berar, the Konkan, Malabar and West Deccan.

- (4) The temperature conditions during the past five months were such as usually accompany a drier winter than usual in the Himalayan area—more especially in the lower and middle ranges. Temperature was in moderate excess in February and March in Northern and Central India and in large excess in Upper India in May.
- (5) The air has been throughout nearly the whole season much drier than usual and skies remarkably free from cloud.
- (6) The air movement was more vigorous than usual in March and May, due to the intensified thermal conditions of the period in the interior of India.
- (7) The snowfall in the Western Himalayan area has been of such a character as not to impress any conditions upon the pressure distribution, temperature and air movement in Northern and Central India unfavourable to the early or full extension of the monsoon currents in their progress northwards from the Equator.
- (8) The influence of heavy snowfall in the Assam Himalayas has not yet, in the absence of sufficient reliable data, been investigated.

It may be noted that some of the abnormal features of the meteorology of India during the past seven months have been related to abnormal conditions prevailing in Persia and South-Eastern Europe. Anti-cyclonic conditions obtained to a most unusual degree in Southern Europe from November onward, and, as a consequence, cool dry north-west winds prevailed in Persia with remarkable persistence from November to February. This abnormal air movement extended across Baluchistan and the north of the Arabian Sea into North-Western India, and undoubtedly contributed to the unusual dryness of the air and freedom from severe cold-weather storms of the period in Northern and Central India.

#### COMPARISON WITH PREVIOUS YEARS.

During the past twenty-one years the snowfall in the Himalayas was below the average in the years 1879, 1880, 1881, 1882, 1890, 1892, 1896 and 1898. The deficiency in 1890 and 1892 was very large, and these years are not strictly comparable with the present year.

The conditions of the years 1881 and 1896 also differed largely from those of the present year and are not comparable.

The following gives a very brief statement of the chief features of the meteorology of the years 1879, 1880, 1882, 1887, 1890, 1892, 1894 and 1895 :

1879.—The snowfall was very light and considerably below the normal in the North-Western Himalayas. Very heavy snow had fallen during the preceding winters of 1876-77 and 1877-78. Pressure was generally in defect, the deficiency being greatest in April and May, when it averaged .03 inch for the whole of India. The local variations of pressure were not strongly marked or persistent.

In the month of May pressure was locally in defect in the west of the Peninsula, more especially in the Gulf of Cambay, and was in excess in Upper India. Temperature was in excess in January, February, April and May. The excess was large in amount in April and May, and averaged 4° in the Punjab, where it was greatest. The rains set in over Bengal fully on the 14th June and commenced at Bombay on the 1st, but were not strong before the 24th. The rainfall of the south-west monsoon period was more or less in excess over the whole of India, except the Punjab, where it was in moderate defect, and in parts of Bengal and Madras, where it was slightly below the normal. The rains ceased in Upper India on the 29th September.



1880.—The winter snowfall was in moderate defect in the Western Himalayas and the cold-weather rainfall below the normal to a moderate extent in Northern India. Pressure was in general defect from January to May. The deficiency was largest in January (·033") and averaged '023" for the whole period. Pressure was locally in excess in the Peninsula, the excess being most marked at the west coast stations from Bombay to Calicut. It was locally deficient in Northern India, the deficiency being most marked in the Punjab, where it averaged '05". These large local pressure variations were fairly persistent from March to May. The excess was most marked in the Punjab during the whole period. It averaged  $7\frac{1}{2}^{\circ}$  in March,  $6^{\circ}$  in April and  $3\frac{1}{2}^{\circ}$  in May. The rains commenced on the 2nd of June in Bengal and on the 6th at Bombay, but both currents were at first feeble. Very heavy rain fell in the Punjab in July, and the weather was stormy with much snow in the hill districts. This was followed by a prolonged break in the rains, lasting throughout nearly the whole of August. The rains ceased in Upper India on the 24th September. The rainfall of the south-west monsoon period was largely in defect in the Punjab, North-Western Provinces, Rajputana and Central India and in moderate defect in the Central Provinces and Berar. It was in excess in North-Eastern India, Burma and Madras.

1882.—The snowfall of the winter of 1881-82 in the Western Himalayas was below the normal (probably to a slight extent) and the winter rains in Northern India in moderate defect. The variations of pressure and temperature from the normal during the pre-monsoon period—January to May—were small and apparently of little importance. They, however, indicated the prevalence of approximately normal conditions. The rains commenced on the 2nd June at Bombay and on the 11th June in Bengal. The Bombay current was strong and gave very heavy rain in June and July. The Bengal current was feeble in these two months, but was vigorous in August. The rains ceased on the 15th September in Upper India. The rainfall in the districts and provinces dependent on the Bombay current was abundant, whilst North-Eastern India (*i.e.*, Assam, Bengal, Bihar and the North-Western Provinces) obtained smaller amounts than usual. The deficiency was small, except in some parts of Bengal.

1887.—The cold weather was unusually free from cold-weather storms. Although little rain fell in the plains of Northern India, moderately heavy snow is stated to have fallen in January and March in the Western Himalayas. March and April were warmer than usual in North-Western India and the Central Provinces, and May was an excessively hot month in Upper and Central India. Pressure was in slight to moderate defect on the average of the whole of India during the period—January to May. It was, relatively to the general condition, in considerable defect in Northern India in May, the deficiency being large in Upper India (—·05") and moderate in North-Eastern India. It was in considerable excess in the west of the Peninsula, the excess averaging '06 inch in the Konkan and Malabar coast districts. The mean temperature of the month of May was  $6^{\circ}$  above the normal in the Punjab and  $3^{\circ}$  in the North-Western Provinces. The Bengal current set in earlier than usual at the end of May and the Bombay current about the normal time in the first week of June. Both currents gave fairly steady rain during the months of June, July and August. They retreated from Upper and Central India at the end of the third week of September. The monsoon rainfall was in slight defect in Arakan, Bengal, Assam and Orissa, normal in Burma and the Deccan and in excess over nearly the whole of North-Western and Central India and the Central Provinces.

1890.—The cold weather of 1889-90 was unusually dry in Northern India, and the snowfall in the Western Himalayas and Afghan mountains much below the normal amount. The snowfall in the Eastern Himalayas was also in slight to moderate defect. No rain fell in Rajputana in January and February 1890, and the North-Western Provinces and the Punjab received total average amounts of one-fifth and one-third of the normal amounts respectively. Temperature was considerably above the normal in January and February, the excess being greatest in Upper India, where it averaged  $2\frac{1}{2}^{\circ}$ . The hot weather was also drier than usual, and temperature was in moderate excess, averaging in the

Punjab, where it was greatest,  $1\frac{1}{2}^{\circ}$ . Pressure was generally in defect over India during this period by moderate amounts. Pressure was locally in defect in Northern India, the deficiency being most marked in the north of the Bay. It was locally in excess in the Peninsula and North-West India, the excess being largest in Kathiawar, Gujarat, Berar and the North Bombay Deccan, where it ranged from '03 inch to '044 inch. The rains commenced on the Bombay Coast on the 1st June and in Bengal feebly on the 7th and fully on the 19th. The rainfall of the south-west monsoon period (June to October) was more or less in excess in Northern India, the Konkan, the Central Provinces and Hyderabad, the excess being greatest in Bihar and the North-Western Provinces. It was in moderate defect in Burma, Southern India and Ceylon and in large defect in Gujarat, Sind and Cutch and to a less extent in Western Rajputana. The rains ceased in Upper India on the 27th of September.

1892.—The cold-weather rainfall of 1891-92 was abnormally small in amount and in large defect in Upper India. Pressure was in general defect at the level of the plains and was in considerable relative excess at the hill stations. Temperature was above the normal over the whole of India during the cold-weather by amounts averaging  $2^{\circ}$ . The excess was greatest in the Central Provinces, Berar and Central India. The air was much drier than usual and cloud in general defect.

The hot-weather conditions were very strongly marked. Temperature was in general excess and was most largely above the normal in Upper India, where the maximum temperature of the whole period—March to May—averaged about  $6^{\circ}$  above the normal and the minimum temperature  $3\frac{1}{2}^{\circ}$ . Burma and Assam received much heavier rain than usual and Bengal its normal amount. Over the remainder of India with the exception of the west coast districts the season was unusually dry and the rainfall very small in amount and much below the normal of the period.

The chief features of the pre-monsoon distribution of pressure were a considerable local deficiency in Northern India, greatest in amount in Upper India and a moderate to considerable local excess in the west of the Peninsula and North Bombay.

The rains commenced in the first week of June on the west coast and advanced very rapidly to Upper India. The advance was not permanent and the current withdrew from North-Western and Central India on the 17th and 18th. A first advance of the monsoon winds occurred in Bengal in the second week of the month. This was followed by their withdrawal in the third week of the month, and dry westerly winds prevailed over the Gangetic Plain until the end of the month. The permanent advance of the monsoon currents took place in the first week of July on the west coast and in the second week in Bengal. The currents extended rapidly over the whole of India and prevailed with unusual steadiness during the remainder of July and in August and September. The rainfall of the monsoon period—June to September—was more or less considerably in excess in the whole of India, with the exception of East, South and Central Bengal and Burma.

1894.—Moderate to heavy snow fell in the Western Himalayas in January and February. The snowfall in Baluchistan and Afghanistan was less than the normal. The snowfall did not come down to so low an elevation as in the preceding winter. Little or no rain fell in April and May. Temperature which was below the normal to a slight extent in Northern India during the cold weather increased rapidly in April and May and was largely in excess in the latter month, the area of greatest excess including Bihar, Chota Nagpur and the eastern districts of the Central Provinces. Pressure was in May locally in considerable defect in Northern India and in considerable excess in the western half of the Peninsula. The south-west monsoon rains set in somewhat later than usual during the first four days of June on the Malabar Coast. The monsoon currents advanced with unusual rapidity into the interior of Northern India and monsoon conditions were established over the whole of India before the end of the third week of the month. The rainfall was in general excess. It was very unequally distributed in June and July, due to the occurrence of a series of cyclonic storms of unusual



intensity. Those districts which received deficient rain in June and July, as a rule, obtained abundant and well-distributed rain in August and September, and the rainfall for the complete period—June to September—was on the whole favourable and well-distributed. The rains were, however, prolonged to the first week of November in the North-Western Provinces, and that area received a succession of downpours such as had not been experienced in those months during the previous fifty years.

1895.—The winter began earlier than usual in Baluchistan and Upper India. Numerous feeble disturbances in December and January gave heavy snow in the Punjab and Kashmir Himalayas. February was dry and temperature from  $2^{\circ}$  to  $5^{\circ}$  above the normal in Upper India. Weather was disturbed and showery over the hills in Upper India in March, but was abnormally dry in Cachar and East Bengal. It was disturbed with frequent series of thunderstorms in April in the Deccan and Southern India, and the rainfall of the month was in very large excess in these two areas. Burma received heavy rain in the last week of April (from a cyclonic storm) and in May. Pressure in May was in relative defect in Northern India and in excess in the Peninsula. The deficiency was greatest in the Punjab and the excess greatest in the Konkan and Malabar. Temperature was generally in excess—more especially in the Punjab ( $+6^{\circ}$ ) and Rajputana ( $+4^{\circ}$ ). The rains commenced nearly a fortnight later than usual on the Bombay Coast, and the monsoon currents were unusually feeble and unsteady.

The rainfall was in general defect in July. The currents withdrew from Upper India in the first week of September and from Bengal and Burma in the second week of October, and hence considerably earlier than usual over the whole of Northern and Central India. The monsoon rainfall was in defect over nearly the whole of India, and the deficiency was considerable in Upper and Central India.

#### GENERAL CONDITIONS IN THE INDIA MONSOON AREA AND INDIAN OCEAN.

The rainfall of the past year averaged 0.43 inch or one per cent. above the normal for the whole Indian area. It was pointed out in last year's forecast that the six years—1892-97—had been characterized by a cyclical variation of rainfall more prolonged in its period and of larger amount than has probably occurred in India during the present century. It was also stated in the forecast that the cycle was probably completed in 1897, and that a period of fairly normal conditions might be expected for some years in the Indian monsoon and the south-east trades region. This inference was in accordance with fact last year.

The experience of the cyclical period—1892-97—in India emphasized the necessity of considering the variations in the strength of the south-east trades circulation.

Theory indicates that any large and persistent variation in the strength of the south-east trades would be reproduced in the strength of the south-west monsoon. The variations in the strength of the south-east trades have been probably the chief or primary factor in determining the variations in the south-west monsoon in India during the past seven years. It is hence desirable to ascertain the chief meteorological features of the areas dominated by the south-east trades during the past three or four months, in the hope that this information may give a valuable indication, at the present time, of the probable strength of the approaching monsoon. The following is a summary of the information received, partly by telegrams from the Seychelles, Zanzibar, Mauritius and Cape Town and partly from the logs of ships regarding this important factor:

*Seychelles.*—The weather telegrams received during May from this station indicate that pressure was slightly higher than usual during the month, but normal at the end of the month. Winds were unsteady at the beginning of the month, but steady from south-east and stronger than usual during the last fortnight of the month. The weather at the end of the month was squally and showery. Vessels arriving from Madagascar reported stronger south-east trades than usual.

*Zanzibar.*—Pressure was above the normal to a slight extent throughout the month. Winds were normal in direction and somewhat stronger than the normal.

*Mauritius.*—Pressure was normal during the month, and gradients were normal or very slightly stronger than usual in the south-east trades region at the end of the month. Winds averaged about 20 per cent. above their normal velocity. The rainfall of the month was below the normal.

*Logs of ships.*—The information received up to the end of May from ships crossing the Equatorial belt of the Indian Ocean is very scanty. At the beginning of April south-east trade winds extended as far north as Lat. 8° S., and hence considerably further north than at the same date in the previous year. They advanced to Lat. 3° S. in the first week of May and to the Equator in the third week of the month. Light variable winds as usual obtained over a wide belt to the north of the south-east trades region and light to gentle north-west to west-south-west winds over the south and centre of the Arabian Sea up to the 15th May.

The mail steamer *Clyde* had moderate to strong monsoon winds in the last week of the month between Long. 54° and 59° E. The S.S. *Devonshire* on her passage from Mombassa to Bombay had squally weather with unsteady winds and much rain, thunder and lightning as far north as Lat. 5° N. in the south-west of the Arabian Sea. The China mail steamer *Coromandel* in her passage from Penang to Colombo (from the 20th to the 24th May) had moderate to strong south-west winds and frequent heavy rain squalls.

The information indicates that the south-east trades were probably slightly stronger than usual at the end of the month, and that conditions were favourable for their early extension as south-west monsoon winds into the Arabian Sea.

#### FORECAST OF THE SOUTH WEST MONSOON OF 1899 IN INDIA.

In the preceding pages have been given, for future reference, the whole of the available data utilized in the preparation of the forecast.

Brief summaries of the more important features of the snowfall in the Himalayan area during the past winter, of the meteorology of India and the adjacent countries to the north-west and of the Indian Seas and the south-east trades region are given in pages 14, 15, 16, 24, 25, and 29.

Ordinary readers are referred to these summaries as containing the more important facts upon which the forecast is based.

As was pointed out in last year's forecast, the remarkable period (chiefly shown by cyclical variation of rainfall) through which India has recently passed terminated in 1897, and a period of fairly normal conditions appears to be now probable for two or three years, at least.

The information from the Seychelles, Zanzibar and Mauritius, although very limited, indicates that the strength of the south-east trades, which is an important factor is above the normal, but to what extent cannot be judged.

The summary of the snowfall information indicates that in the Eastern Himalayas the snowfall has been greater than usual. Similar heavy snowfall was reported to have been received in the Assam Himalayas in the years 1887 and 1893. The monsoon rains were heavier than usual in both years, generally in India and also locally in Assam in 1893. In the absence of more definite and accurate information, it can only be accepted as probable that heavy snowfall in the Assam Himalayas exercises little influence on the distribution of the monsoon rainfall.

The snowfall in the Western Himalayas has undoubtedly been, on the whole, more or less below the normal. The deficiency was marked in the lower and middle ranges, and the extent of snow-clad surface is at the present time hence almost certainly not above and is probably below the normal. This is strongly confirmed by the pressure and temperature conditions in Upper India. The only unfavourable feature has been the frequent occurrence of light snow in March and April. Untimely snow in April and May chiefly affects the Bombay current. It usually retards the advent of that current more or less, and affects its strength unfavourably during the early stages (chiefly in the month of June). It is, however, very probable that any influence this late snowfall in April may have is very slight.



The most noteworthy feature of the past cold weather has been the scanty rain and snow in Baluchistan and Afghanistan and also in Persia. The precipitation in the Persian area (which occurs chiefly in the winter) has, so far as can be judged from the data of the four stations which supply the Meteorological Department with observations and weather telegrams, been more or less below the normal continuously during the past five years. The deficiency has been large and marked during the past two years. The conditions in Persia apparently exercise little direct influence on the distribution of the monsoon rainfall. They have, however, an important bearing, as they indicate that the deficient snowfall in the Western Himalayas, Afghanistan and Baluchistan during the past winter has not been due to local conditions in North-Western India, but to conditions extending over a very much larger area and hence probably of great persistence and importance.

Taking the above facts into consideration, it is very probable the monsoon currents will be at least of normal strength.

Judging only *from the conditions in India itself and the known conditions in the Indian Seas*, it is on the whole very probable that the monsoon currents will be of normal strength, and probably they will be somewhat stronger than usual. The Bombay current is more likely to be above its normal strength than the Bay current, but the probabilities for this are small, not exceeding 2 to 1.

Assuming that the currents will be of normal strength, the comparison with previous years of similar conditions (more especially 1880, 1887, 1892 and 1894) indicates that it is probable they will set in about the normal dates on both the Bengal and Bombay Coasts.

The rains will probably commence not later than the end of the first week of June on the Bombay Coast and in the latter part of the second week or the beginning of the third week of June on the Bengal Coast.

The chief features or local conditions in India which have to be taken into account in estimating the probable distribution of rainfall during the approaching monsoon due to normal or slightly stronger monsoon currents than usual are :

- (1) The distribution of the winter snowfall in the mountain areas to the north and north-west of India (*vide* page 14).
- (2) The abnormal features of the pressure, temperature and humidity conditions of the past five months and more especially in May (*vide* pages 21-25).
- (3) Heavy local rainfall in Burma and Bengal in April and May 1899 and in the Peninsula in April. The former generally accompanies drier seasons than usual in Upper India, and although of unusual amount in the present year, it is not exceptional in character and is hence of no especial importance. Heavy rainfall in the Peninsula occurred in April 1878, May 1886 and April 1895. The rainfall of the monsoon of 1895 was chiefly determined by the causes producing the cyclical variation of 1892-97 and was considerably below the normal. The rains in 1878 and 1886 were generally favourable and in excess.

The following inferences respecting the distribution of the south-west monsoon rains of 1899 are deduced from the comparison of the antecedent conditions of the present year with those of previous years and are based chiefly on the facts and data stated above :

- (1) The conditions in the Indian Seas and the Indian Ocean are, so far as can be ascertained, satisfactory and favourable, and indicate that the conditions in the south-east trades region are at least normal, and that the air movement in that area is somewhat stronger than usual.
- (2) Conditions are favourable to the prevalence of monsoon currents of at least normal strength in the Bay of Bengal. The rains will probably commence slightly before or about the normal date in Bengal (*i.e.*, the 15th of June).

- (3) Conditions are favourable to the prevalence of monsoon currents of at least normal strength in the Arabian Sea. They are also slightly more favourable in that sea than in the Bay. The influence of the late snowfall in April will very probably be very slight, and, so far as can be judged, the monsoon ought to set in on the Bombay Coast before the 8th of June.
- (4) Conditions are favourable in Burma, and it will probably receive at least normal rain. The rainfall is more likely to be in excess in Lower Burma than in Upper Burma.
- (5) Conditions are slightly unfavourable in North Bengal and Assam. The rainfall on the mean of the whole area will very probably not be above the normal and probably be in slight to moderate defect.
- (6) Conditions are favourable in West, South and East Bengal—more especially in the two latter areas, and the rainfall of the south-west monsoon period will be very probably normal and probably in excess in South and East Bengal, and normal or in slight defect in West Bengal and Orissa.
- (7) Conditions are slightly unfavourable in Bihar and Chota Nagpur, due to the deficiency of pressure in Bengal and Assam, and the rainfall on the average of the whole area will very probably not be above the normal and probably be in defect to a slight extent. Conditions are slightly more favourable in Chota Nagpur than Bihar.
- (8) Conditions are, on the whole, favourable for normal rain in the North-Western Provinces. There is a slight probability, based chiefly on the pressure conditions in the Punjab, that the rainfall of the whole area may be in slight to moderate excess. It is more probable the rainfall will be in excess in the western than the eastern districts.
- (9) Conditions are favourable in the Punjab. The pressure conditions of May (more especially the deficiency in the West Punjab) strongly resemble those of May 1880, 1892 and 1894. Comparison with these years indicates that the monsoon rainfall of the present year will probably be above the normal. The character of the rainfall in this area, however, depends chiefly on the general strength of the monsoon and not on the local conditions, and these conclusions should be suitably modified if the monsoon turns out to be much weaker than is anticipated in the forecast, in which case the rainfall may be below the normal to a moderate extent in the West and Central Punjab and normal or in slight defect in the East Punjab.
- (10) Conditions are, on the whole, favourable in Rajputana—more especially in the eastern and central districts, due to the same conditions as in the Punjab. The monsoon rainfall will hence very probably be at least normal in the eastern and central districts and probably in moderate excess. It will probably be about normal in the western states. The rainfall in these areas, as in the Punjab, depends chiefly on the general strength of the monsoon and hence, if the Bombay monsoon current be weak, the rainfall will be normal or in slight defect.
- (11) Conditions are about as favourable in Central India as in the North-Western Provinces, and it is probable that it will receive at least normal rainfall. The rainfall is more likely to be in excess in the eastern than the western states.
- (12) Conditions are, on the whole, favourable in the Central Provinces and to a slightly less extent in Hyderabad. It is hence probable that they will receive at least normal rainfall. The conditions are more



favourable in the eastern than the western districts of the Central Provinces, and it is hence probable that the eastern districts may receive rainfall in slight to moderate excess of the normal.

- (13) Conditions are not quite so favourable in Berar and Khandesh, and the rainfall in these areas will probably not be above the normal and may be in slight defect. They are also slightly unfavourable in the West Deccan, and that area will very probably not receive more than its normal fall and probably less.
- (14) The conditions in the west coast districts are such as are in normal monsoons associated with at least normal rainfall. It is hence very probable that the rainfall of the present year's south-west monsoon will be at least normal in those districts, and probably it may be in slight to moderate excess.
- (15) The variations of the rainfall in the North Madras coast districts are in at least five years out of six similar to those of Orissa and the Central Provinces. Conditions appear to be on the whole favourable, and it is probable those districts will receive about normal rain.
- (16) A comparison of the conditions in the Madras Deccan, Mysore and the Carnatic with those of similar years indicates that the rainfall during the period—June to August—will probably be in slight defect—more especially in Mysore. It is, however, very difficult to forecast for this part of India, as rain in the southern half of the Peninsula during the monsoon proper occurs chiefly during the intervals of breaks in the rains of Northern India, and is hence essentially of irregular occurrence.

It should be carefully noted that the preceding probabilities are obtained on the assumption that the currents will be slightly stronger than usual, and that they will require to be suitably modified, if the monsoon currents should be weaker than usual. It should also be noted that the chances for an inference stated to be very probable are at least 5 to 1 and for an inference stated to be probable are at least 5 to 2.

The general conclusions are, 1st, that the rainfall over the Indian area during the approaching monsoon will on the average of the whole area probably be slightly above the normal, 2nd, that it may be in slight to moderate local defect in Assam, North Bengal, Bihar, Berar, the Bombay Deccan and Mysore, 3rd, about normal in Chota Nagpur, Orissa, West Bengal, the North-Western Provinces, the Central Provinces, and Hyderabad, and 4th, in slight to moderate excess in Lower Burma, South Bengal, the Punjab, Rajputana and Central India.

As already pointed out, these conclusions should be suitably modified if the monsoon currents should turn out to be considerably stronger or weaker than was anticipated in the forecast from the very imperfect and scanty data available on this point.

It is too early to estimate the probability of a longish break in the rains in July or August, but there are no indications at present of such an event.

JOHN ELIOT,

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SIMLA;

Dated 6th June, 1899.

M. FINUCANE,

*Offg. Secretary to the Government of India.*

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the Week ending at 8 a.m. on  
Saturday, June 3rd, 1899.**

Throughout the present week pressure has been low over Northern India and high in the extreme south-east, south and south-west. At first gradients were steep and the winds strong, but as the week advanced, pressure increased in the north and decreased in the south, and barometric readings became more uniform. The most marked and the most important feature in the weather during the week under review has been the abnormally high pressure which has held steadily over a large part of North-Western and Western India during the greater part of the week. This area of abnormally high pressure apparently interrupted the flow of monsoon winds towards India, and the week was noticeable for a marked absence of rain along the west coasts of India and of Ceylon. On the opposite side of India conditions were less abnormal. Southerly winds from the Bay blew steadily over Burma and into Assam and North Bengal, and all over the area affected by these winds rain fell daily and in some cases heavily. With the exception of this region, the weather was fine, and consequently the heat was very generally greater than usual, as at this season a good deal of cooling rainfall is anticipated as the monsoon current advances northward along the west coast.

**Daily Summary**—*Sunday, May 28th.*—A small depression, in which the barometer read about 0.30 inch below the normal, lay over the Central Punjab, while pressure was high and about the normal in Malabar and Ceylon. Pressure differences were consequently large, and the winds, which blew from cyclonic directions in the Punjab, from west across India, from south-east in Burma and from east along the foot of the hills, were strong to a gale in force in some places. The weather was disturbed and showery over Burma, Assam, North Bengal and the south-west of the Peninsula. The amounts were large in Deltaic Burma. The heat was less than usual over North Bombay, the west of the Central Provinces and a large part of the Peninsula as well as over Lower Burma. Elsewhere the heat was excessive.

*Monday, May 29th.*—Pressure had increased fast in the North and West Punjab, and the depression noticed over that province had been pushed southward, but elsewhere there had been no important change, and pressure differences were still large. Northerly winds had appeared over the West Punjab, but in other parts of the country there had been no important change. The force remained high. The weather remained showery over Burma, East and North Bengal, Assam and the south-west of the Peninsula. The heaviest rainfall was reported from Tenasserim. The heat was greater than usual over West and South-West Bengal, North-West India, the Central Provinces and the Madras Coast, but was less than the normal elsewhere.

*Tuesday, May 30th.*—Pressure had increased everywhere. The change had been brisk to rapid in the north and centre and slight in the south, so that, though the general conditions of pressure were unchanged, the pressure differences had diminished. The winds were lighter than on the two preceding days, but an important change was in progress along the west coast where the wind direction was shifting toward north, and pressure had risen to above the normal. Cloudy, showery, weather had continued over Burma and North-East India and the south-west of the Peninsula, and unsettled weather with light thundershowers was reported from the North-West Himalayas. The mean temperature was low over the Indus Valley, North Bombay, Central India and part of the west of the Peninsula as well as over Lower Burma and Tenasserim. Elsewhere the heat was excessive.



*Wednesday, May 31st.*—Pressure had again increased. The rise had been greatest at some western stations, and the barometer read higher than usual over a large part of Western and North-Western India. There had been further northing in the winds over the Peninsula, etc., where the direction was nearly due north along the coast and north-west over the Central Provinces and the centre and east of the Peninsula. In most other places the winds were little changed, but over the Gangetic Plain calms and variable airs prevailed. Showers continued to be reported from Burma, Assam, parts of Bengal and the North-West Himalayas and the south-west of the Peninsula. The rainfall amounts were again heavy over Deltaic Burma. Elsewhere the weather was fine. The temperature distribution was little changed; the heat was generally less than usual over a large part of North-Western and Western India and Lower Burma and generally greater than usual elsewhere.

*Thursday, June 1st.*—Pressure had increased over North-West India and over Burma, but had decreased in the intervening region. Pressure remained abnormally high over a large part of Western India. North-westerly winds continued over the Peninsula, westerly winds in North Bombay and the South Gangetic Plain, south-westerly to south-easterly winds over Burma and Lower Bengal and easterly winds close to the hills. The westerly and north-westerly winds were fresh to strong. The weather had become finer, and the rain ceased along the west coast and over the North-West Himalayas, but showers continued to be reported from Burma and North-East India. The mean temperature remained low over North Bombay, part of the west of the Peninsula and over Lower Burma. Elsewhere the heat was excessive.

*Friday, June 2nd.*—Pressure had changed irregularly, but had on the whole fallen. Pressure remained lowest over Northern India and highest in the extreme south, but there was apparently at the same time an area of relatively low pressure and of unsettled weather over the Bay in about Lat.  $14^{\circ}\text{N}$ . The winds were practically unchanged, the most marked features of the wind circulation being the north-westerly winds over the Central Provinces and the Peninsula and the southerly winds in Burma. The force had fallen, and along the west coast the wind was unusually light. Showery weather continued in the north-east, but elsewhere the weather was fine, and along the west coast there was none of the usual heavy rain. Temperature conditions were little changed and, except in Burma, the West Punjab and a large part of Bombay, where the weather was cool, the heat was greater than usual.

*Saturday, June 3rd.*—The barometer had fallen over the Indus Valley, but had changed slightly and irregularly elsewhere. Pressure had become more uniform over the west of the Peninsula, but elsewhere there had been no important change. The northerly winds along the west coast had died down and been succeeded by variable south-westerly to south-easterly winds. In the Central Provinces and the centre and west of the Peninsula north-westerly winds continued, while in Burma and Bengal southerly and south-easterly winds were again reported. There had been no general rain except in Burma and Assam, but one or two showers were reported from the Peninsula. The air had become very dry in Upper India. Temperature had changed irregularly, and the variations from the normal were large in some parts of the country. The principal were  $-10.3^{\circ}$  at Quetta,  $-6.6^{\circ}$  at Jacobabad,  $+8.5^{\circ}$  at Chanda,  $-5.6^{\circ}$  at Coconada and  $-3.3^{\circ}$  at Silohar.

**Temperature.**—There has, as mentioned above, been very little rain over India except in the north-east, and the mean temperature of the whole country has been very generally excessive. It was, however, remarkable that an area of very low temperature appeared during the week over Baluchistan, and these low temperatures, carried by the north-north-westerly wind which prevailed over Western India, extended southward over the greater part of Bombay, so that, notwithstanding the absence of the usual rainfall along this coast, the heat remained less than usual. In Burma the temperature was lower than usual, particularly at the commencement of the week, but in the remaining provinces the heat was excessive, the greatest excess being reported from Cota Nagpur.

The following table gives the mean temperature variation data for the week:

PROVINCE.	28TH MAY TO 3RD JUNE 1899.							Mean variation of week.
	28th	29th	30th	31st	1st June	2nd	3rd	
	.	o	o	o	o	o	o	o
Burma . . . . .	-4.0	-0.3	-1.0	-0.2	-0.2	-0.5	+0.1	-0.9
Assam . . . . .	-0.1	-0.3	+1.6	+3.0	+3.8	+2.4	-0.9	+1.4
Bengal . . . . .	+1.1	-0.4	+1.1	+2.1	+3.4	+2.8	+1.8	+1.7
Orissa . . . . .	+4.7	+3.6	+6.1	+4.6	+2.0	+0.2	+1.4	+3.2
Bihar . . . . .	+0.6	+0.9	+0.7	+4.4	+4.9	+4.3	+4.6	+2.9
Chota Nagpur . . . . .	+7.9	+7.0	+6.8	+6.5	+6.9	+5.7	+6.6	+6.8
N.-W. P. and Oudh . . . . .	+5.6	+3.8	+3.1	+2.1	+2.4	+2.9	+1.9	+3.1
Punjab . . . . .	+10.3	+5.6	+2.5	+1.9	+0.4	+0.4	+0.1	+3.0
Sind . . . . .	+1.7	+2.2	+0.6	+0.7	-0.1	-1.1	-0.7	+0.5
Rajputana . . . . .	+2.5	+1.4	+0.1	-0.7	+0.9	+1.4	+1.1	+1.0
Gujarat . . . . .	-1.5	-1.7	-1.4	-1.9	-2.5	-0.6	-0.8	-1.5
Central India . . . . .	+0.2	-0.2	+0.8	+0.7	+0.3	+1.9	+0.4	+0.6
Central Provinces . . . . .	+1.1	+1.3	+2.2	+2.1	+4.4	+5.2	+5.8	+3.2
Berar . . . . .	-0.3	o	+1.4	+0.5	+2.1	+3.5	+4.5	+1.7
West Coast . . . . .	-0.9	-1.1	-0.9	o	+0.7	+1.0	+1.0	o
Bombay Deccan . . . . .	-1.4	-1.4	-0.4	-0.2	o	+1.0	+1.0	-0.2
Mysore . . . . .	-1.6	-1.6	-1.8	-0.8	+1.4	+2.8	+0.5	-0.2
Madras Coast . . . . .	+2.0	+4.2	+3.3	+1.7	+2.0	+1.4	-0.8	+2.0
Madras Deccan . . . . .	-2.0	-1.2	-0.3	-0.7	+1.8	+4.0	+1.2	+0.3
South India . . . . .	-3.1	-0.8	-0.2	-0.6	+1.5	+3.4	+1.0	+0.2
Mean for whole of India . . . . .	+1.1	+1.1	+1.2	+1.3	+1.8	+2.1	+1.5	+1.4

The mean temperature of the whole country on each day of the week was above the normal, the excess having been greatest on June 1st and 2nd.

The following were the highest maxima reported on each day:

May 28th . . . . .	118.0°	at Jacobabad.
„ 29th . . . . .	114.2°	„ Do.
„ 30th . . . . .	112.7°	„ Do.
„ 31st . . . . .	112.2°	„ Do.
June 1st . . . . .	113.2°	„ Mainpuri.
„ 2nd . . . . .	113.6°	„ Cawnpore.
„ 3rd . . . . .	114.2°	„ Chanda.

**Rain.**—The rainfall of the week under review has been less general and less heavy than during the preceding week. Practically no rain fell over West Bengal, the North-West Provinces, the Punjab (except on and near the Hills), the central parts of India, North Bombay and some east coast districts. Rain was hence confined to Burma, Assam and Bengal proper, all of which districts were under the influence of the southerly and south-easterly winds, which blew up from the Bay bringing much moisture with them and to the west and south-west of the Peninsula which districts were under the influence of slight intermittent advances of moist wind from the Arabian Sea. In addition to the above, there were occasional showers during the week over the Punjab Hills and at some places in Madras, but these showers, which ordinarily accompanied dust or thunder storms, were local and generally light, so that they were only of slight importance. The rainfall returns show that during the week rain fell in Burma on each day; in Assam on each day; in East Bengal principally on the 2nd and in other parts of Bengal principally on the 29th, 30th and 31st; in the Punjab Hills on the 29th and 30th; in the west of the Peninsula on the 28th, 29th, 30th and 31st and in the Madras districts on the 28th. The rainfall table at the



close of the summary shows that effective rain fell during the week in twenty-nine of the rainfall divisions, while in the other twenty-eight divisions the rainfall was either actually or practically *nil*. Within the region of effective rainfall the average actual falls ranged from 10·04 inches in Tenasserim, 9·00 inches in Arakan, 7·76 inches in the Surma division of Assam, 7·57 inches in the Hill division of Assam, 6·34 inches in Deltaic Burma and 5·27 inches in the Bengal Hills, to 0·12 inch in Orissa, 0·13 inch in the North Punjab and Khandesh, 0·15 inch in the Bombay Deccan and 0·12 inch in Central Madras. Except in Tenasserim and parts of Assam and Bengal, where the rainfall as shown above was heavy, the average actual rainfall was lighter than usual, the principal cases of deficiency having been between one inch and one inch and a half in Central Burma, Upper Burma, Arakan, the Assam Valley, Deltaic Bengal, Central Bengal, Malabar and Coorg. On the other hand, there was an excess of over two inches in the Surma Valley and of over one inch in Tenasserim, Deltaic Burma and the Bengal Hills.

The following were the principal large totals recorded at individual stations during the week:

Burma	Moulmein	10·04 inches.
	Kyaukpyu	12·43 "
Assam	Cherra Poonjee	20·87 "
	Sunamgunj	15·56 "
Bengal	Netrokona (Mymensingh)	8·35 "
	Matabhaza (Cooch Behar)	12·82 "
Malabar	Cannanore	6·12 "
Konkan	Bhatkal (Karwar)	8·09 "
Madras	Tirupathur (Madura)	2·22 "

The three concluding columns of the table show the average actual and average normal rainfall for the whole period from February 26th to June 3rd. The total actual fall has been short of the total normal fall by 20 per cent. or more in South Bihar, the west submontane division of the North-West Provinces, the hill division of the North-West Provinces, all the Punjab divisions, the west and central divisions of the Central Provinces, Gujarat, Kathiawar, Central India, Rajputana and Hyderabad (South). In all the other divisions the rainfall was about normal or more or less in excess. In Western Rajputana no rain whatever has fallen throughout the whole period, and in Gujarat, Kathiawar and the West and South Punjab the total amount for the whole period has been insignificant. March was a dry month almost everywhere, the only exceptions being Sind on the one side and Assam and North Bengal on the other, and on the 1st of April only six divisions exhibited any excess of rain, while many divisions had received either no rain whatever or only insignificant amounts. April was a much more disturbed month—more especially over the Peninsula, and at the end of the month the rainfall showed an excess except in Burma, the North-West Provinces, the Punjab, the central districts and North Bombay. May was wetter than usual in the north-east, but elsewhere the rainfall was about normal, though quite at the close of the month the burst of rain which occasionally occurs along the Malabar Coast was wanting on this occasion.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING JUNE 3RD, 1899.			RAINFALL DATA FROM FEBRUARY 25TH TO JUNE 3RD, 1899.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, February 25th to June 3rd.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim . . . . .	10'04	8'11	+ 1'93	28'24	26'86	+ 5
	2. Lower Burma Deltaic . . . . .	6'34	4'50	+ 1'84	28'51	15'33	+ 86
	3. Central do. . . . .	1'86	2'90	- 1'04	9'97	9'05	+ 10
	4. Upper do. . . . .	1'22	2'32	- 1'10	10'03	8'60	+ 17
	5. Arakan . . . . .	9'00	10'48	- 1'48	28'16	26'99	+ 4
BENGAL AND ASSAM	6. Eastern Bengal . . . . .	2'05	2'52	- 0'47	24'12	17'56	+ 37
	7. Assam Surma . . . . .	7'76	5'58	+ 2'18	45'10	44'55	+ 1
	8. Do. Hills . . . . .	7'57	7'31	+ 0'26	40'75	41'29	- 1
	9. Do. Brahmaputra . . . . .	1'67	2'80	- 1'13	25'02	23'98	+ 4
	10. Deltaic Bengal . . . . .	0'43	1'64	- 1'21	14'72	11'47	+ 28
	11. Central do. . . . .	0'69	1'74	- 1'05	7'27	8'31	- 13
	12. North do. . . . .	3'90	3'62	+ 0'28	16'68	16'48	+ 1
	13. Bengal Hills . . . . .	5'27	3'43	+ 1'84	26'60	18'87	+ 41
	14. Orissa . . . . .	0'12	1'00	- 0'88	9'60	6'44	+ 49
	15. Chota Nagpur . . . . .	0'05	0'87	- 0'82	4'99	4'07	+ 7
	16. South Bihar . . . . .	0	0'71	- 0'71	2'08	2'62	- 21
	17. North do. . . . .	0'23	1'05	- 0'82	6'11	4'51	+ 35
NORTH-WESTERN PROVINCES AND OUDH.	18. N.-W. P. East . . . . .	0	0'22	- 0'22	1'53	1'03	+ 48
	19. South Oudh . . . . .	0'01	0'16	- 0'15	1'34	1'09	+ 23
	20. North do. . . . .	0'05	0'31	- 0'26	2'35	1'71	+ 37
	21. N.-W. P. Central . . . . .	0	0'12	- 0'12	0'70	0'85	- 18
	22. Do. West . . . . .	0	0'17	- 0'17	1'09	1'19	- 8
	23. Do. East Submontane . . . . .	0'01	0'41	- 0'40	2'94	1'89	+ 56
	24. Do. West do. . . . .	0'02	0'33	- 0'31	1'79	2'39	- 25
	25. Do. Hills . . . . .	0	0'70	- 0'70	3'63	6'80	- 47
PUNJAB	26. South-East Punjab . . . . .	0	0'22	- 0'22	0'59	1'48	- 60
	27. South do. . . . .	0	0'16	- 0'16	0'35	1'55	- 71
	28. Central do. . . . .	0	0'16	- 0'16	1'53	2'67	- 43
	29. Punjab Submontane . . . . .	0'01	0'18	- 0'17	0'94	2'67	- 65
	30. Do. Hills . . . . .	0'34	0'82	- 0'48	3'04	7'35	- 59
	31. North Punjab . . . . .	0'13	0'22	- 0'09	2'82	5'30	- 47
	32. West do. . . . .	0	0'11	- 0'11	0'37	1'45	- 74
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	33. Malabar . . . . .	2'66	4'13	- 1'47	18'97	14'71	+ 29
	34. Madras South-Central . . . . .	0'67	1'07	- 0'40	9'84	8'09	+ 22
	35. Coorg . . . . .	1'32	2'73	- 1'41	9'68	10'80	- 10
	36. Mysore . . . . .	0'34	0'96	- 0'62	7'26	5'39	+ 35
	37. Konkan . . . . .	0'79	1'49	- 0'70	4'89	2'62	+ 87
	38. Bombay Deccan . . . . .	0'15	0'85	- 0'70	3'88	3'04	+ 28
	39. Hyderabad North . . . . .	...	...	...	...	...	...
	40. Khandesh . . . . .	0'13	0'86	- 0'73	1'76	1'75	+ 1
CENTRAL PROVINCES AND BERAR.	41. Berar . . . . .	0'01	0'49	- 0'48	1'48	1'18	+ 25
	42. Central Provinces West . . . . .	0	0'48	- 0'48	0'84	1'29	- 35
	43. Do. do. Central . . . . .	0	0'34	- 0'34	0'74	1'56	- 53
	44. Do. do. East . . . . .	0'04	0'39	- 0'35	2'49	2'38	+ 5
BOMBAY (NORTH)	45. Gujarat . . . . .	0	0'17	- 0'17	0'11	0'33	- 67
	46. Kathiawar . . . . .	0	0'12	- 0'12	0'09	0'40	- 82
	47. Sind . . . . .	0	0'02	- 0'02	0'87	0'48	+ 81
	48. Baluchistan Hills . . . . .	0	0	0	4'98	3'90	+ 28
RAJPUTANA AND CENTRAL INDIA.	49. Central India East . . . . .	0'01	0'58	- 0'57	0'38	1'46	- 74
	50. Rajputana East, Central India West . . . . .	0'03	0'58	- 0'55	0'81	1'47	- 45
	51. West Rajputana . . . . .	0	0'27	- 0'27	0	1'28	- 100
MADRAS	52. East Coast North . . . . .	0'25	0'62	- 0'37	6'01	3'66	+ 67
	52-A. Do. do. (a) . . . . .	0'30	0'95	- 0'65	6'00	5'75	+ 20
	53. Hyderabad South . . . . .	0'03	1'10	- 1'07	2'00	3'59	- 44
	54. Madras Central . . . . .	0'12	0'56	- 0'44	3'65	2'81	+ 30
	55. East Coast Central . . . . .	0'01	0'37	- 0'36	4'87	2'39	+ 107
	56. Do. South . . . . .	0'23	0'50	- 0'27	7'35	4'31	+ 71
	57. Madras South . . . . .	0'21	0'34	- 0'13	8'16	5'25	+ 55

W. L. DALLAS,  
for Meteorological Reporter to the  
Government of India.

SIMLA, 8th June, 1899.

M. FINUCANE,  
Offg. Secretary to the Government of India.

K



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 3rd June.*—There was moderate rainfall on the West Coast and on the hills and scattered showers elsewhere. The rainfall to date has generally exceeded the average. The water-supply is normal for the season and is improving in parts. Ploughing is general and sowing has begun on the West Coast. The standing crops are in good condition. Pasture is scanty, but fodder is available. Cattle are in normal condition. Prices are almost stationary.

**Bombay.**—*For week ending 8th June.*—There was rain in ten districts during the week, but the fall was generally light. Preparations for monsoon cultivation are progressing generally, and sowing is going on in seven districts. Fodder is sufficient, except in parts of Sind and Baroda territory. Agricultural stock is healthy. Prices have risen in seven and fallen in six districts; elsewhere they are stationary.

**Bengal.**—*For week ending 5th June.*—There was good general rain in the north and east of the Province; in other parts hot weather prevailed throughout the week and only scattered showers are reported. The general agricultural prospects continue satisfactory, but want of rain is felt in some districts. Ploughing and early sowings are proceeding and autumn rice and jute already sown are doing well. Sugarcane and other crops in the ground are in good condition. In the Sadar sub-division of Dacca the young paddy plants are being destroyed by locusts and insects, and insects have also appeared in places in Backergunge. Prices continue almost stationary. There is no want of fodder, except in one thana in Manbhum, as previously reported.

**North-Western Provinces and Oudh.**—*For week ending 7th June.*—Except for slight showers in a few districts, the weather during the week has been clear. Harvesting of extra crops continues in parts. Irrigation of indigo and sugarcane and weeding of the latter continue. Preparations for the autumn crop sowings are still in progress. Supplies and fodder are sufficient. Prices have slightly risen in a few districts, but otherwise they are stationary to falling.

**Punjab.**—*For week ending 8th June.*—Slight rain has fallen in parts of the Sialkot and Rawalpindi districts. Harvesting of the spring crops is nearly finished, and watering of extra spring crops and weeding of sugarcane, tobacco, and cotton are in progress. Rain is badly wanted for autumn sowings. The outturn of the spring crops is reported average or below average. Prospects of the extra spring crops are fair. The standing autumn crops are generally in fair condition. Cattle are getting lean, owing to the scarcity of fodder in Delhi, Shahpur, and parts of Hissar and Dera Ismail Khan; their condition is reported good from other districts. Fodder is scarce in Delhi, Shahpur, and parts of Hissar, Peshawar, and Dera Ismail Khan; but is sufficient elsewhere. Prices—especially of wheat—are rising in Umballa, Amritsar, and Rawalpindi; falling in Peshawar and Dera Ismail Khan; and are unchanged elsewhere. Wheat is selling from  $16\frac{1}{2}$  to  $22\frac{1}{2}$ ; gram 20 to 21; maize 28 to 33; barley 32; bulrush-millet 18 to 26; great millet 24; and rice  $13\frac{1}{2}$  to  $14\frac{1}{2}$  seers per rupee.

**Central Provinces.**—*For week ending 6th June.*—The weather has been very hot and occasionally cloudy. 3,522 and 2,237 persons are in receipt of relief in the Saugor and Damoh districts, respectively. Preparation of land for autumn sowings is in progress, and sowing of rice has commenced in parts of Bhandara and Sambalpur. Scarcity of water continues to be felt in parts of Saugor, Mandla, Chhindwara, Chanda, Bhandara, Nagpur, and Raipur. Fodder is scarce in parts of seven districts. The price of wheat, gram, rice, and *juar* has fallen in some districts and has risen in others. The cheapest prices are—wheat 21, gram 37, rice 21, and *juar* 29 seers per rupee; the dearest prices are—wheat 13, gram 18, rice 10, and *juar* 21 seers per rupee.

**Burma.**—*For week ending 3rd June.*—In Lower Burma ploughing for wet weather paddy has commenced in most districts. In Upper Burma reaping of dry weather paddy continues in parts of Pakòkku, Minbu, the Singu township of Mandalay, Katha, and Lower Chindwin, and is completed in the Yesagyo township of Pakòkku, Bhamo, and the Upper Chindwin. Sowing of paddy on the hill-sides of the Northern districts continues. Ploughing and sowing of early sesamum, cotton, and peas; and ploughing for early paddy crops continue in most districts. The early crop is being transplanted in Kyaukse. The condition of standing crops is generally good, but dry weather paddy has been injured by excessive rain in Minbu, the Bhamo sub-division of Bhamo, in three townships of Katha, and in the Legayaing sub-division of the Upper Chindwin. Price of paddy has fallen largely in Akyab; slightly in Myingyan; and has risen in Thaton and Thayetmyo; elsewhere it is stationary and generally below normal, except in Amherst and the Upper Chindwin.

**Assam.**—*For week ending 6th June.*—The weather is wet. Ploughing for late rice; sowing of early rice; planting of sugarcane; and plucking and manufacture of tea are in progress. Prospects of tea are fair, but blight is prevalent in parts of Darrang and Sibsagar. Early rice is partly damaged by insects and rain in Nowgong. Prices—common rice—Silchar and Dhubri 16, Sylhet 21, Gauhati 17, Tezpur, Sibsagar, and Dibrugarh 12, and Nowgong 15 seers per rupee.

**Mysore and Coorg.**—*For week ending 7th June.*—**MYSORE:** Rainfall—48 cents in the Civil and Military station and rain general in the Province. Prices have slightly risen in Kolar and Shimoga and fallen in Bangalore, Hassan, and Kadur. Paddy has been sown in Kolar, Tumkur, and Chitaldrug.

**COORG:** Rainfall—66 cents. Ploughing for rice and *ragi* (*Eleusine coracana*) continues. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 7th June.*—**BERAR:** The weather is warm and cloudy. Preparation of land for the monsoon crop continues. Fodder is scarce in the Wun district. The water-supply is insufficient in parts of five districts. Prices are steady.

**HYDERABAD:** Rainfall during the week—3 cents. The winter rice harvest is over. Preparations for the autumn sowings are going on. Prices of grain are steady. Prices—wheat 10, coarse rice 10½, and *jowari* 25¼ seers per current sicca rupee.

**Central India.**—*For week ending 7th June.*—Partial rain fell during the week in the Bhopal Agency. Agricultural operations have been completed in Gwalior, Bundelkhand, and Bhopawar. Agricultural stock and pasturage are in good condition. Prices are above normal in Bundelkhand and normal elsewhere.

**Rajputana.**—*For week ending 7th June.*—Rainfall—11 cents in Bikanir. Agricultural operations are proceeding satisfactorily. Agricultural stock is in fair to good condition, but is getting lean and emaciated in Kherwara. Fodder is scarce throughout the greater part of Rajputana. Prices are rising in two States, and there is a slight rise in Ajmere; they are fluctuating in Jhallawar and are steady elsewhere. Seven persons emigrated from Ajmere during the week. The total emigration from Merwara to date numbers—4,431. The numbers employed on relief works were—Ajmere 617, Merwara 5,292, and Marwar 950. There are also 311 on ordinary works and 237 on gratuitous relief in Ajmere-Merwara. Prices—Ajmere 18¾, Beawar 18½, and Marwar 15 seers per rupee.

**Kashmir.**—*For week ending 6th June.*—The weather is fine. Prospects of spring crops are excellent. Prices continue below normal. Rice—27 seers per rupee.

**JAMMU PROVINCE.**—*For week ending 7th June.*—No rain. Prices are generally stationary. Prices—wheat from 16 to 19 and maize 25 to 29 seers per rupee. The condition of the standing crops is fair. The spring crops are still being threshed and housed in some places. Sowings of autumn crops are still going on. Fodder is sufficient.

**Nepal.**—*For week ending 3rd June.*—Rainfall—0.95 inch. The weather is very warm. Wheat is being harvested. Rice—9½ seers per rupee.

M. FINUCANE,

*Offg. Secretary to the Government of India.*



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 28TH MAY 1898, AND FROM 1ST JANUARY TO 27TH MAY 1899.**

N.B.—As regards the figures in column *Total earnings from 1st January 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st half of 1898.	WEEK ENDING 28TH MAY 1898.				WEEK ENDING 27TH MAY 1899.				Earnings from 1st January to 28th May 1898.	Earnings from 1st January to 27th May 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.													
Standard gauge—													
East Indian	694	1,740	Rs. 13,32,035	Rs. 766	1,747	11,77,000	674	2,67,09,262	2,64,61,000	...	2,48,282	...	
Bengal Central	162	125	26,831	215	125	29,200	234	4,46,396	4,33,000	...	13,396	...	
Bengal-Nagpur	181	862	1,48,925	172	1,186	1,37,000	116	35,54,358	39,38,000	3,83,642	...	...	
Indian Midland (inclgd. Bhopal-Itarsi)	171	800	1,45,526	182	868	1,54,000	177	29,17,172	31,52,000	2,34,828	...	...	
Bezawada extn. (East Coast State).	191	21	3,718	177	21	2,800	133	92,946	66,000	...	26,946	...	
Washermenpet-Eunir sec. (Bez.-Mad.)	119	9	1,140	127	9	1,400	156	21,933	33,300	11,367	...	...	
Metre gauge—													
Rajputana-Malwa (inclgd. G.-R.-Nagda)	264	1,815	7,03,078	387	1,815	4,45,000	245	98,13,761	1,02,54,000	4,40,239	...	...	
Palanpur-Deesa	44	17	648	38	17	800	47	13,042	15,000	1,958	...	...	
South Indian	161	1,042	1,80,535	173	1,023	1,64,000	160	34,01,276	33,08,000	...	93,276	...	
Mayavaram-Mutpet	88	54	5,810	108	54	4,800	89	96,803	92,400	...	4,403	...	
Southern Mahratta (inclgd. G.-M. Fron. sec.)	103	1,165	1,34,313	116	1,165	1,22,000	105	25,11,586	24,23,000	...	88,586	...	
Mysore section (Southern Mahratta)	107	296	35,621	114	296	21,900	74	6,74,075	3,99,000	...	2,75,075	...	
Bengal and North-Western system	162	854	1,71,082	200	1,082	1,88,000	174	30,15,281	33,48,000	3,32,719	...	...	
Lucknow-Bareilly	106	231	36,289	157	231	27,100	117	4,98,236	5,27,000	28,764	...	...	
Assam-Bengal	90	286	22,919	80	434	29,400	68	5,39,178	6,85,000	1,45,822	...	...	
Burma	223	936	1,65,806	177	936	1,66,000	177	44,46,458	39,55,000	...	4,91,458	...	
TOTAL	266	10,253	31,12,266	303	11,009	26,70,400	243	5,87,51,703	5,90,90,300	3,38,597	...	...	
State lines worked by the State.													
Standard gauge—													
North Western (a)	287	2,886	9,03,917	313	2,962	7,70,000	260	1,71,22,142	1,41,76,000	...	29,46,142	...	
Odish and Rohilkhand (inclgd. m. g. link)	217	1,013	2,22,849	220	1,013	2,49,000	246	42,42,505	46,06,000	3,63,495	...	...	
Eastern Bengal (inclgd. metre & 2' 6")	319	818	2,67,333	327	834	2,50,000	300	57,38,653	50,69,000	...	6,69,653	...	
East Coast (b)	116	536	72,673	136	795	83,600	105	13,42,648	17,65,000	4,22,957	...	...	
Special gauges—													
Jorhat	66	25	1,852	74	25	1,600	64	39,093	34,900	...	4,193	...	
Cherra-Companyganj	20	...	...	...	...	(c)	...	(d) 424	(e) 6,400	5,976	...	...	
TOTAL	261	5,278	14,68,624	278	5,629	13,54,200	241	2,84,84,860	2,56,57,300	...	28,27,560	...	
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	514	1,491	8,02,711	538	1,491	6,28,000	421	1,68,50,177	1,71,81,000	3,30,823	...	...	
Bombay, Baroda and Central India	775	461	5,35,901	1,162	461	3,88,000	842	71,94,250	72,69,000	74,750	...	...	
Madras	258	840	2,45,710	292	843	1,75,000	208	45,59,382	38,16,000	...	7,43,382	...	
TOTAL	480	2,792	15,84,322	567	2,795	11,91,000	426	2,86,03,809	2,82,66,000	...	3,37,809	...	
TOTAL (GUARANTEED AND STATE ASSISTED COMPANIES.)													
Standard gauge—													
Delhi-Umballa-Kalka	217	162	31,298	193	162	24,400	151	7,64,613	5,71,000	...	1,93,613	...	
Tarkessur	320	22	5,336	243	22	5,300	241	1,60,547	1,44,000	...	16,547	...	
Southern Punjab (Delhi-Samastota)	75	400	64,368	161	423	35,600	84	5,45,158	5,52,000	6,842	...	...	
Tapti Valley	...	...	...	...	36	2,300	64	...	41,200	41,200	...	...	
Metre gauge—													
Brahmaputra-Sultanpur	...	...	...	...	25	800	32	...	(f) 6,800	6,800	...	...	
Mymensingh-Jamulpur-Jagannathganj	...	...	...	...	33	1,000	30	...	25,800	25,800	...	...	
Rohilkund and Kumaon (Co.'s sec.)	137	66	10,152	154	66	8,000	121	1,82,605	1,90,000	7,395	...	...	
Sogowlie-Baxaul	...	...	...	...	18	500	23	...	(g) 6,900	6,900	...	...	
Bengal Doonars	106	36	4,518	126	36	4,400	122	70,583	62,300	8,283	...	...	
Dibru-Sadiya	200	78	16,977	218	78	16,600	213	3,35,992	3,68,000	32,008	...	...	
Ahmedabad-Parantij	59	55	3,987	76	55	4,800	87	65,611	75,700	10,089	...	...	
Special gauges—													
Darjeeling-Himalayan	266	51	19,369	380	51	19,000	373	2,88,802	2,74,000	...	14,802	...	
Barsi	156	21	3,229	154	21	3,200	152	74,702	80,500	5,798	...	...	
TOTAL	135	891	1,59,174	179	1,026	1,25,900	123	24,88,613	23,98,200	...	90,413	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonna	31	74	1,810	25	148	6,900	47	44,422	1,06,000	61,578	...	...	
Bhopal-Ujjain	76	114	7,859	69	114	11,600	102	1,81,375	2,21,000	39,625	...	...	
Nagda-Ujjain	86	35	3,705	106	34	2,900	85	59,567	52,400	7,167	...	...	
The Nizam's guaranteed state	235	334	78,551	235	334	63,200	189	16,60,730	15,79,000	...	81,730	...	
The Gaekwar's Petlad	70	15	1,479	114	13	1,400	108	15,148	21,400	6,252	...	...	
Rajpura-Bhatinda	140	108	20,856	193	108	16,600	154	3,07,631	2,50,000	57,631	...	...	
Kolar Gold-fields	408	10	4,369	437	10	1,200	120	84,354	60,700	...	23,654	...	
Metre gauge—													
Yessantpur-Mysore Fron. sec. (inclgd. M.-Nanjangud)	71	66	5,023	85	66	4,000	61	97,105	64,900	...	32,205	...	
The Gaekwar's Mehsana	81	93	7,188	77	93	7,800	84	1,45,974	1,47,000	1,026	...	...	
Kolhapur	55	29	2,084	72	29	2,000	69	33,083	44,400	11,317	...	...	
Special gauges—													
The Gaekwar's Dabhoi	58	79	6,645	84	79	8,500	108	89,404	97,000	7,596	...	...	
Rajpura	13	19	258	14	24	700	29	4,013	16,000	11,987	...	...	
Cooch Behar	63	22	1,331	61	34	1,700	50	31,120	29,500	...	1,620	...	
TOTAL	133	996	1,41,788	142	1,086	1,28,500	118	27,53,926	26,89,300	...	64,626	...	
Lines owned & worked by n. states.													
Metre gauge—													
Bhavnagar-Gondal-Junagad-Porbandar	126	334	66,186	198	334	25,800	107	8,80,715	8,52,000	...	31,715	...	
Jetalsar-Rajkot	80	46	4,214	92	46	4,000	87	77,809	85,200	7,391	...	...	
Jamnagar	38	54	2,485	46	54	2,700	50	42,938	48,000	5,062	...	...	
Dhrangadra	...	...	...	...	21	1,700	81	...	31,500	31,500	...	...	
Jodhpore-Bikaner	66	364	23,978	66	467	36,400	78	5,07,221	7,84,000	2,76,779	...	...	
Odeypore-Chitor	42	60	3,396	57	61	3,900	64	50,570	69,300	18,730	...	...	
Special gauge—													
Morvi	82	94	11,581	129	94	9,600	102	1,47,860	1,77,000	29,140	...	...	
TOTAL	86	952	1,11,840	117	1,077	94,100	87	17,10,113	20,47,000	3,36,887	...	...	
GRAND TOTAL													
273 21,162 65,78,014 311 22,622 55,64,100 246 12,27,33,024 12,01,48,100 ... 26,44,924													

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rye.

(b) Includes Bezawada-Madras ry.

(c) Closed for traffic.

(d) From 9th to 31st March 1898.

(e) From 1st January to 31st March 1899.

(f) From 1st April to 27th May 1899.

(g) From 1st March to 27th May 1899.

SIMLA, the 8th June, 1899.

W. J. McELHINNY, Captain, R.E.,  
Offg. Under Secy. to the Govt. of India.

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. VIII of 1899-1900.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total earnings from 1st April 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 28TH MAY 1898.				WEEK ENDING 27TH MAY 1899.				Earnings from 1st April to 28th May 1898.	Earnings from 1st April to 27th May 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.													
Standard gauge—	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
East Indian	654	1,740	13,32,025	766	1,747	11,77,000	674	1,08,38,097	1,02,84,000	...	5,54,097		
Bengal Central	183	125	26,831	215	125	29,200	234	1,64,082	1,54,000	...	10,082		
Bengal Nagpur	139	862	1,48,925	172	1,186	1,37,000	116	15,66,863	13,99,000	...	1,67,863		
Indian Midland (inclgd. Bhopal-Itarsi)	155	800	1,45,526	182	868	1,54,000	177	12,55,522	13,17,000	61,478	...		
Bezwada extn. (East Coast State)	155	21	3,718	177	21	2,800	133	39,342	27,500	...	11,842		
Washermenpet-Ennur sec. (Bez.-Mad.)	135	9	1,140	127	9	1,400	156	8,400	15,200	6,800	...		
Metre gauge—													
Rajputana-Malwa (inclgd. G.-R.-Nāgdā)	210	1,815	7,03,078	387	1,815	4,45,000	245	44,38,665	38,39,000	...	5,99,665		
Palampur-Deesa	44	17	648	38	17	500	47	5,814	5,700	...	114		
South Indian	166	1,042	1,80,535	173	1,023	1,64,000	160	14,13,501	13,44,000	...	69,501		
Māyavaram-Mutupet	92	54	5,810	108	54	4,800	89	42,244	38,400	...	3,844		
Southern Mahratta (inclgd. G.-M. Fron. sec.)	113	1,165	1,34,313	116	1,165	1,22,000	105	11,28,095	10,40,000	...	88,095		
Mysore section (Southern Mahratta)	123	296	33,621	114	296	21,900	74	2,65,425	1,73,000	...	92,425		
Bengal and North-Western system	147	854	1,71,082	200	1,082	1,88,000	174	12,86,439	15,34,000	2,47,561	...		
Lucknow-Bareilly	81	231	36,289	157	231	27,100	117	2,17,984	2,18,000	16	...		
Assam-Bengal	73	286	22,919	80	434	29,400	68	2,05,058	2,37,000	31,942	...		
Burma	186	936	1,65,806	177	936	1,66,000	177	15,14,528	13,52,000	...	1,62,528		
TOTAL	245	10,253	31,12,266	303	11,009	26,70,400	243	2,43,90,059	2,29,77,800	...	14,12,259		
State lines worked by the State.													
Standard gauge—													
North Western (a)	296	2,886	9,03,917	313	2,962	7,70,000	260	69,32,397	56,33,000	...	12,99,397		
Oudh and Rohilkhand (inclgd. m. g. link)	195	1,013	2,22,849	220	1,013	2,49,000	246	18,46,856	19,99,000	1,52,144	...		
Eastern Bengal (inclgd. metre & 2' 6")	382	818	2,67,333	327	834	2,50,000	300	19,62,149	18,88,000	...	74,149		
East Coast (b)	106	536	72,673	136	795	83,600	165	5,22,948	7,29,000	2,06,052	...		
Special gauges—													
Jorhat	69	25	1,852	74	25	1,600	64	13,609	12,000	...	1,609		
Cherra-Companyganj	44	...	...	...	...	(c)	...	...	(c)	...	...		
TOTAL	235	5,278	14,68,624	278	5,629	13,54,200	241	1,12,77,959	1,02,61,000	...	10,16,959		
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	381	1,491	8,02,711	538	1,491	6,28,000	421	74,74,092	58,16,000	...	16,58,092		
Bombay, Baroda and Central India	586	461	5,35,901	1,162	461	3,88,000	842	38,21,632	31,20,000	...	7,01,632		
Madras	261	840	2,45,710	292	843	1,75,000	208	18,45,739	15,06,000	...	3,39,739		
TOTAL	379	2,792	15,84,322	567	2,795	11,91,000	426	1,31,41,463	1,04,42,000	...	26,99,463		
TOTAL (GUARANTEED AND STATE)	262	18,323	61,65,212	336	19,433	52,15,600	268	4,88,09,481	4,36,80,800	...	51,28,681		
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	207	162	31,298	193	162	24,400	151	2,63,190	2,27,000	...	36,190		
Tarkessur	278	22	5,336	243	22	5,300	241	67,183	58,800	...	8,383		
Southern Punjab (Delhi-Samāsata)	42	400	64,308	161	423	35,600	84	3,75,542	2,53,000	...	1,22,542		
Tapti Valley	...	...	...	...	36	2,300	64	...	18,900	18,900	...		
Metre gauge—													
Brahmaputra-Sultanpur	...	...	...	...	25	800	32	...	6,800	6,800	...		
Mymensingh-Jamalpur-Jagannathganj	...	...	...	...	33	1,000	30	...	9,200	9,200	...		
Rohilkund and Kumaon (Co.'s sec)	121	66	10,152	154	66	8,000	121	89,582	75,500	...	14,082		
Segowlie-Raxaul	...	...	...	...	18	500	28	...	4,800	4,800	...		
Bengal Doonars	149	36	4,518	126	36	4,400	122	25,317	24,000	...	1,317		
Dibru-Sadiya	198	78	16,977	218	78	16,600	213	1,36,153	1,37,000	867	...		
Ahmedabad-Parāntij	45	55	3,937	76	55	4,800	87	35,863	31,900	...	3,963		
Special gauges—													
Darjeeling-Himalayan	274	51	19,369	380	51	19,000	373	1,47,033	1,29,000	...	18,033		
Bārsi	125	21	3,229	154	21	3,200	153	31,070	27,600	...	3,470		
TOTAL	147	891	1,59,174	179	1,026	1,25,900	123	11,10,913	10,03,300	...	1,07,613		
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonā	26	74	1,810	25	148	6,900	47	19,479	42,700	23,221	...		
Bhopal-Ujjain	61	114	7,859	69	114	11,600	102	75,548	89,300	13,752	...		
Nāgdā-Ujjain	60	35	3,705	106	34	2,900	85	28,088	22,900	...	5,188		
The Nizam's Guaranteed State	211	334	78,551	235	334	63,200	189	7,03,147	5,86,000	...	1,17,147		
The Gaekwar's Petlad	84	13	1,479	114	13	1,400	108	9,247	9,900	653	...		
Rājputra-Bhātinda	122	108	20,886	108	108	16,600	154	1,22,905	1,11,000	...	11,905		
Kolar Gold-fields	402	10	4,369	437	10	1,200	120	82,234	19,700	...	12,534		
Metre gauge—													
Yesvantpur-Mysore Fron. sec. (inclgd. M.-Nanjangūd)	84	66	5,623	85	66	4,000	61	41,161	29,400	...	11,761		
The Gaekwar's Mehsāna	71	93	7,188	77	93	7,800	84	66,818	59,300	...	7,518		
Kolhāpur	57	29	2,084	72	29	2,000	69	15,183	16,600	1,417	...		
Special gauges—													
The Gaekwar's Dabhoi	51	79	6,645	84	79	8,500	108	44,906	46,400	1,494	...		
Rājpipla	11	19	258	14	24	700	29	1,774	6,900	5,126	...		
Cooch Behar	54	22	1,321	61	34	1,700	50	11,380	13,600	2,220	...		
TOTAL	120	996	1,41,788	142	1,086	1,28,500	118	11,71,870	10,53,700	...	1,18,170		
Lines owned & worked by n. states.													
Metre gauge—													
Bhāvnagar-Gondal-Junāgad-Porbandar	97	334	66,186	198	334	35,800	107	4,72,970	3,33,000	...	1,39,970		
Jetalpur-Rājkot	82	46	4,214	92	46	4,000	87	35,281	34,000	...	1,281		
Jāmnagar	38	54	2,485	46	54	2,700	59	21,667	20,200	...	1,467		
Dhrāngadrā	...	...	...	...	21	1,700	81	...	13,400	13,400	...		
Jodhpore-Bickanoer	62	364	23,978	66	467	36,400	78	2,08,739	2,93,000	84,261	...		
Odeypore-Chitor	38	60	3,396	57	61	3,900	64	24,295	27,600	3,305	...		
Special gauge—													
Morvi	83	94	11,581	129	94	9,600	102	75,023	74,000	...	1,023		
TOTAL	75	952	1,11,840	117	1,077	94,100	87	8,37,975	7,95,300	...	42,775		
GRAND TOTAL	243	21,162	65,78,014	311	22,622	55,64,100	246	5,19,30,239	4,65,33,000	...	53,97,239		

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rys.

(b) Includes Bezwada-Madras ry.

(c) Closed for traffic.

W. J. McELHINNY, Captain, R.E.,  
Offy. Under Secy. to the Govt. of India.

SIMLA, the 6th June, 1899.

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SUPPLEMENT TO  
**The Gazette of India.**

No. 24. } CALCUTTA, SATURDAY, JUNE 17, 1899.

OFFICIAL PAPERS.

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.

ACCOUNT  
RAILWAY.

REVIEW OF THE REVENUE AND EXPENDITURE OF THE RAILWAY BRANCH OF  
THE PUBLIC WORKS DEPARTMENT for 1897-98.

No. 140-A.—R., dated Simla, the 1st June 1899.

READ—

Note by A. R. Becher, Esq., Accountant General, Public Works Department, on the Capital and Revenue Accounts of Railways in India for 1897-98, No. 136 R., dated 6th April 1899.

RESOLUTION.—The note by the Accountant General, copy of which is appended, exhibits the transactions of the Public Works Department with regard to Railways during the year 1897-98, and shows the financial results to the State of the working of State and Guaranteed railways.

2. During the year under review,  $183\frac{3}{4}$  additional miles of railway were opened for traffic, and the further capital outlay incurred was as under:—

	Miles.	Capital outlay.	
		Rx.	£
<i>State Railways—</i>			
Productive . . . . .	46 $\frac{1}{2}$	4,364,000	...
Defensive . . . . .	...	252,481	...
Total State railways . . . . .	46 $\frac{1}{2}$	4,616,481	...
Guaranteed railways . . . . .	...	...	399,558
State lines leased to Companies . . . . .	137 $\frac{1}{2}$	...	2,146,373
Branch line companies . . . . .	...	687,937	...
	183 $\frac{3}{4}$	5,304,418	2,545,931



The mileage open at the end of the year aggregated 18,170½ miles exclusive of 2,994 miles of lines belonging to Native States and other bodies, with which the Government of India have no financial concern.

The capital outlay incurred on construction of State and Guaranteed railways to the end of 1897-98 stood as under :—

	Rx.	£
(i) On State lines—		
Direct capital outlay including outlay incurred from debentures raised by the East Indian Railway Company . . . . .	99,749,483	...
Redemption of liabilities . . . . .	...	33,553,451
(ii) On State lines leased to Companies . . . . .	...	29,484,713
(iii) On Guaranteed railways . . . . .	...	46,573,637
(iv) Branch line companies . . . . .	1,050,082	...
	<u>100,799,565</u>	<u>109,611,801</u>

3. The gross revenue for the year showed an increase of Rx. 1,125,254 over that of the previous year, bringing the total up to Rx. 24,474,090 derived as under :—

1896-97. Rx.		1897-98. Rx.
17,639,604	State railways . . . . .	19,044,525
5,685,180	Guaranteed railways . . . . .	5,414,596
24,052	Subsidised railways (repayment of advances of interest) . . . . .	14,969
<u>23,348,836</u>	GRAND TOTAL . . . . .	<u>24,474,090</u>

The gross charges for the year showed a decrease of Rx. 102,111, bringing the total expended down to Rx. 25,906,706 as under :—

1896-97. Rx.		1897-98. Rx.
11,487,615	Working expenses . . . . .	11,926,607
830,256	Surplus profits, share of net earnings, etc. . . . .	598,101
5,217,085	Interest on sterling outlay, including interest paid to Guaranteed Companies . . . . .	5,050,245
5,452,514	Interest on debt incurred for Capital . . . . .	5,099,138
2,844,343	Terminable annuities issued for purchase of railways . . . . .	2,676,715
177,004	Other charges . . . . .	145,900
<u>26,008,817</u>	GRAND TOTAL . . . . .	<u>25,906,706</u>

The transactions thus recorded result in a net charge to the State of Rx. 1,432,616, as compared with a net charge of Rx. 2,659,981 in the preceding year. In paragraph 7 of the Accountant General's note, the charge for the year will be seen to have been distributed as follows :—

1896-97. Rx.		1897-1898. Rx.
—1,096,659	State railways . . . . .	—15,691
—1,438,453	Guaranteed railways . . . . .	—1,301,905
—60,968	Subsidised Companies . . . . .	—98,791
—63,901	Miscellaneous . . . . .	—16,229
<u>—2,659,981</u>	Net charge . . . . .	<u>—1,432,616</u>

The transactions of the principal lines working up to the above result were as follows:—

Railway.	Gross Traffic earnings.	CHARGES.				
		Working expenses including Companies' share of surplus profits, etc.	Interest and annuities.	Charges of land and cost of controlling establishments, etc.	Total charges.	Gain + or loss —
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
<i>State Railways.</i>						
East Indian . . . . .	5,884,431	1,953,204	2,641,775	...	4,594,980	+ 1,289,551
Rajputana-Malwa system . . . . .	1,974,470	993,044	606,981	...	1,600,025	+ 374,445
Bengal Nagpur . . . . .	615,311	317,083	498,795	...	815,878	— 200,567
Burma railways . . . . .	869,276	519,780	389,806	...	909,586	— 40,310
Eastern Bengal . . . . .	1,530,213	666,422	591,637	...	1,258,059	+ 272,154
Bengal and North-Western and Tirhoot . . . . .	625,039	443,359	103,980	...	547,339	+ 77,700
Cudh and Rohilkhand . . . . .	882,106	461,517	572,072	...	1,033,589	— 151,483
Indian Midland . . . . .	568,634	312,564	408,451	...	721,015	— 152,381
North-Western . . . . .	3,482,821	1,830,178	2,262,205	...	4,092,383	— 639,562
South Indian . . . . .	894,402	597,859	582,079	...	889,938	+ 4,464
East Coast . . . . .	306,218	211,359	232,143	...	443,502	— 137,284
Southern Mahratta and Mysore . . . . .	837,429	571,194	489,762	...	1,060,956	— 233,527
Other railways . . . . .	634,125	413,639	679,327	...	1,092,966	— 458,841
Total State railways . . . . .	19,044,575	9,201,202	9,859,014	...	19,060,216	— 15,691
<i>Guaranteed Railways.</i>						
Gr. at Indian Peninsula . . . . .	2,873,077	1,873,725	1,862,299	7,480	3,743,502	— 870,425
Bombay, Baroda and Central India . . . . .	1,401,789	889,578	681,608	3,761	1,574,947	— 173,158
Mairas . . . . .	1,139,730	560,202	833,180	4,670	1,398,052	— 258,322
Total Guaranteed railways . . . . .	5,414,596	3,323,506	3,377,084	15,911	6,716,501	— 1,301,905
Subsidised railways . . . . .	14,969	...	...	113,760	113,760	— 98,791
Miscellaneous Railway Expenditure . . . . .	...	...	...	16,229	16,229	— 16,229
GRAND TOTAL . . . . .	24,474,090	12,524,708	13,236,098	145,900	25,906,706	— 1,432,616

The traffic during the year improved considerably owing to the movement of troops in connection with the expeditions on the North-West Frontier and to the revival of traffic after the famine. The charge for interest and annuities was smaller owing to the rate of exchange that obtained during the year being more favourable. In return for the charge of Rx. 1,432,616 the State receives all the indirect benefits arising from a railway system of 18,170½ miles open to traffic.

4. The net receipts accruing to Government from all State lines, after deducting the payments made to working Companies in respect of surplus profits or share of net earnings, amounted to Rx. 9,843,323 (paragraph 12 of Accountant General's note), which gives a return of 5·67 per cent. on the total capital outlay actually incurred by the State as entered in rupees in the Government Accounts. This capital outlay does not, however, include that portion of the purchase price of the East Indian, the Sind, Punjab and Delhi and the Eastern Bengal Railways, which is being redeemed by the payment, from current revenues, of terminable annuities. If, however, in the case of the Guaranteed railways that have been



purchased by Government the amounts of capital expended by the several companies prior to their purchase by the State *plus* the capital outlay since incurred by the State be taken in lieu of the figures now appearing in the Government Accounts, which, as explained above, do not include certain transactions, the return given by the net receipts (Rx. 9,843,323) is 4·83 per cent., as shown in paragraph 16 of the Accountant General's note. These percentages indicate a satisfactory return on the capital expended, and the fact that there was a net charge to the State of Rx. 15,691 in respect of the State railways, as shown in paragraph 3 above, is due partly to the loss by exchange on the payments in England of the annuities and interest on the sterling portion of the capital, and partly to the fact that the annuities that are charged against the net revenues cover the enhanced value at which the capital of the several companies was taken over by Government and include also sinking fund charges for the redemption of the capital.

5. In paragraph 17 of the note the Accountant General gives yet another way in which the return from State railways may be stated. Remittances have to be made yearly from India to pay the interest in England on a sterling capital of £98,486,517. The equivalent of this sum in rupees, at the rate of exchange applicable for the year, added to the sum of Rx. 104,277,346, representing the rupee capital on which interest is paid in India, gives the total capital as Rx. 258,223,567, and the net receipts of Rx. 10,152,033 give a return of 3·95 per cent. thereon.

In the case of the East Indian Railway the net return on the capital stated in this way is 6·93 per cent., and this is practically what the East Indian Railway deferred annuity holder, as partner with Government, receives.

6. The working of the three Guaranteed railways during the year is reviewed in paragraphs 57 to 60 of the note. Including charges for land and supervision, the result has been a loss to the State of Rx. 1,301,905. Each of these railways was worked at a loss during the year under review, the loss entailed on individual lines being as under :—

	Rx.
Great Indian Peninsula Railway . . . . .	870,425
Bombay, Baroda and Central India Railway . . . . .	173,158
Madras Railway . . . . .	258,322
<b>TOTAL . . . . .</b>	<b>1,301,905</b>

On the other hand, however, although the result of working the Guaranteed railways has been a net loss to the State of Rx. 1,301,905, the Companies received during the year from Government a total sum of Rx. 109,280 as their share of surplus profits, which are, under the terms of the contracts, declared half-yearly, the sterling interest being converted for the purpose of this division at the fixed contract rate of 1s. 10d. against 1s. 3·35391005d., the rate adopted in the Government Accounts of the year under review. The unfavourable effects of this provision in the contracts with regard to each line are brought out in paragraph 58 of the Accountant General's note.

The Governments of Madras and Bombay (Railway), Bengal, the North-Western Provinces and Oudh, the Punjab and Burma.

The Chief Commissioners of the Central Provinces and Assam.

The Resident at Hyderabad.

The Agents to the Governor-General for Central India, Rajputana and Baluchistan.

The Accountant General, Public Works Department.

The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.

The Managers, North Western, Eastern Bengal, Oudh and Rohilkhand, and East Coast Railways.

The Engineers-in-Chief, Mari-Attock Railway, Indus bridge, Godavari Bridge, Hardwar-Dehra Railway and Ghaziabad-Moradabad Railway.

*Documents accompanying.*

Note by the Accountant General, Public Works Department, No. 136 R., dated 6th April 1899.

ORDER.—Ordered, that the foregoing, with a copy of the note referred to, be forwarded to the Local Governments, Administrations and Officers noted on the margin, for information.

Ordered also, that a copy of the resolution and note be forwarded to the Department of Finance and Commerce, and that the papers be published in the *Gazette of India*.

F. R. UPCOTT,

*Secretary to the Government of India.*

Accompaniment to Public Works Department Resolution No. 140 A. R., dated 1st June 1899.

**Note by A. R. Becher, Esq., Accountant General, Public Works Department, upon the Capital and Revenue Finance Accounts of Railways in India for 1897-98.**

The revenue and expenditure of the Railway Branch of the Public Works Department is recorded under the following major heads:—

*Revenue—*

- XXVI.—State Railways (Gross Traffic Receipts).
- XXVII.—Guaranteed Companies (Net Traffic Receipts).
- XXVIII.—Subsidized Companies (Repayment of advances of interest).

*Expenditure—*

- 34.—Construction of protective Railways (charged against Famine Insurance).
- 37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance).
- 38.—State Railways—Working Expenses, Interest charges, etc.
- 39.—Guaranteed Companies—Surplus Profits, Land, Supervision and Interest.
- 40.—Subsidized Companies—Land, Subsidies and Advances of Interest.
- 41.—Miscellaneous Railway Expenditure (Surveys, etc.).
- 48.—State Railways—Construction.
- 51.—State Railways—Capital charge involved in Redemption of Liabilities.

2. In addition to the foregoing, this note and the accounts attached to it include the transactions recorded in the Finance and Revenue Accounts under the head "Capital Account of Indian Railway Companies," as well as the transactions of the following Native States Railways, the accounts of which are dealt with in this Department:—

Bhopal State Railway (Bhopal Section).  
Amraoti Railway.  
Khamgaon Railway.

3. The Warora and Umaria Collieries, both as regards capital and revenue transactions, are classed under State Railways.

4. For convenience, this note is divided into the following sections:—

- Section A.—State Railways—Revenue transactions (Major heads XXVI and 38).
- „ B.—Guaranteed Railways—
  - (i) Revenue transactions (Major head XXVII).
  - (ii) Surplus Profits, Land, etc. (Major head 39).
- „ C.—Subsidized Companies (Major heads XXVIII and 40).
- „ D.—Miscellaneous Railway Expenditure (Major head 41).
- „ E.—Construction Expenditure (Major heads 34, 37, 48 and 51).
- „ F.—Capital Account of Guaranteed Companies.
- „ G.—Capital Account of Indian Railway Companies (exclusive of the three old Guaranteed Companies).
- „ H.—Railways belonging to Native States.

*General results of the year.*

5. An account is submitted with this review exhibiting in abstract, by Fund and Finance heads, the Revenue and Expenditure on account of State and Guaranteed Railways during the year, and a comparison is made therein of the results of the year, with the Budget and Revised Estimates and with the actuals of 1896-97.

6. The outlay on construction was as follows:—

	Rx.
34.—Construction of protective Railways (Famine Insurance) . . .	...
37.—Construction of Railways (charged against Revenue in addition to the above) . . . . .	3,792
48.—Construction of Railways (not charged to Revenue) . . . . .	3,632,005
Capital outlay by the old Guaranteed Companies . . . . .	437,819
State lines constructed by the agency of Companies . . . . .	3,526,515
Assisted Companies . . . . .	637,937
Capital outlay met from debentures raised by the East Indian Railway Company . . . . .	980,634
<b>TOTAL</b> . . . . .	<b>9,268,752</b>



## 7. The results shown by the Railway Revenue Account are as follows:—

	State Railways.	Guaranteed Railways.	Subsidized Companies.	Miscellane- ous.	TOTAL.
	Rx.	Rx.	Rx.	Rx.	Rx.
Gross Receipts . . . .	19,044,525	5,414,596	14,969	...	24,474,090
Working expenses . . . .	8,718,403	3,213,204	...	...	11,926,607
Net earnings . . . .	10,331,122	2,201,392	14,969	...	12,547,483
<i>Charges upon net earnings.</i>					
Surplus profits and share of net earnings, etc., paid to Companies . . . .	487,799	110,302	...	...	598,101
Interest on debt incurred for Capital . . . .	5,509,138	...	...	...	5,509,138
Annuities charged upon Revenue Accounts,* £1,712,419 . .	2,676,715	...	...	...	2,676,715
Interest on advances of Capital by the Secretary of State, £218,884 . . . .	429,873	...	...	...	429,873
Interest on Capital deposited by Companies, £784,779 . .	1,243,288	...	...	...	1,243,288
Guaranteed interest of the old Companies . . . .	...	3,377,084	...	...	3,377,084
Land charges, supervision and subsidies . . . .	...	15,911	113,760	...	129,671
Advances of interest to certain Companies . . . .	...	...	...	...	...
Miscellaneous Railway Expenditure . . . .	...	...	...	16,229	16,229
TOTAL CHARGES . . . .	10,346,813	3,503,227	113,760	16,229	13,980,099
Net gain + or loss — to Government . . . .	—15,691	—1,301,905	—98,791	—16,229	—1,432,616
<i>Compared with—</i>					
In 1896-97 . . . .	—1,096,659	—1,438,453	—60,968	—63,901	—2,659,981
„ 1895-96 . . . .	—493,868	—1,061,752	+ 7,001	—71,649	—1,620,268
„ 1894-95 . . . .	—737,450	—1,535,679	+ 25,000	—100,360	—2,348,489
„ 1893-94 . . . .	—666,180	—778,938	+ 13,054	—103,439	—1,535,503

8. From the foregoing statement it will be seen that after meeting all charges for annuities and interest (including interest on capital expended on lines not opened for traffic), charges for land for Companies' lines and miscellaneous expenditure on surveys, etc., the result of the year is a net charge to the State of Rx. 1,432,616. The traffic during the year improved considerably owing to the movements of troops in connection with the expeditions on the North-West Frontier and to the revival of traffic after the famine; the rate of exchange which obtained for the year was also somewhat more favourable, with the result that the net charge is lower than in the previous year by Rx. 1,227,365 when it amounted to Rx. 2,659,981. The loss in this as in previous years may, however, be directly attributed to the low exchange prevailing. The interest and annuities paid in England amounted to £5,841,911, which, at the exchange of 15-35391005*d.* the rupee, aggregated Rx. 9,131,606, the difference between this and the old par of exchange being no less than Rx. 3,289,695.

9. In Schedule J will be found the charges upon the general tax-payer in respect of the construction of railways in India from 1858-59.

\* These annuities are terminable between the years 1953 and 1958.

## SECTION A.

## (i) STATE RAILWAYS.

*Gross Receipts and Working Expenses.*

10. At the beginning of the year under review 15,378 miles of State Railway were open for traffic,\* *viz.* :—

State lines worked by the State—		Miles.
Standard gauge	. . . . .	4,459 $\frac{1}{2}$
Metre gauge	. . . . .	599
Special gauge	. . . . .	36
		<hr/> 5,094 $\frac{1}{2}$
State lines worked by Companies—		
Standard gauge	. . . . .	8,740 $\frac{1}{4}$ †
Metre gauge.	. . . . .	6,548 $\frac{1}{2}$
		<hr/> 10,288 $\frac{1}{4}$
TOTAL		<hr/> 15,378

11. During the year 1897-98, the following lengths of line were opened for traffic :—

East Indian—		Miles.	Miles.
Salanpur branch extension	. . . . .		1 $\frac{1}{2}$
Indian Midland—			
Saugor to Damoh	. . . . .		47 $\frac{1}{2}$
Bengal and North-Western (Company's section)—			
Salimpur to Barhaj	. . . . .	12 $\frac{3}{4}$	
Mohinpurwa to Katarnian Ghât	. . . . .	27	
		<hr/> 39 $\frac{3}{4}$	
Burma—			
Mogaung to Myitkyina	. . . . .	37	
Myihohaug to Sedaw	. . . . .	13	
		<hr/> 50	
Cawnpore-Burhwal (metre-gauge link)—			
Aishbagh to Cawnpore	. . . . .		45
TOTAL			<hr/> 183 $\frac{3}{4}$

These figures give a total open mileage of 15,561 $\frac{3}{4}$  miles at the end of the year, and allowing for corrections in mileages, including miles 13 $\frac{3}{4}$  for the Rindli branch of the North Western Railway which was previously omitted, the mileage open on 31st March 1898 was 15,582 $\frac{1}{2}$  § miles. The mileage of railways classed respectively as Imperial and Provincial was as under :—

	Miles.
Imperial . . . . .	15,433 $\frac{1}{2}$
Provincial . . . . .	149
TOTAL	<hr/> 15,582 $\frac{1}{2}$

\* Administration Report on the Railways in India for 1897-98—Part I, Appendix A.

† Includes Bengal Central Railway.

‡ Includes Bengal and North-Western Railway.

} Both these railways are the property of Companies, but for convenience are classed as State Railways.

§ As per Administration Report on the Railways in India for 1897-98—Part I, Appendix A. . . . . 15,583  
Add—Cherra-Companygunj Railway now treated as a tramway for administrative purposes . . . . . 8

Deduct—Calcutta Port Commissioners' Railway now treated as a railway for administrative purposes . . . . . 15,591  
8 $\frac{1}{2}$   
15,582 $\frac{1}{2}$

|| Includes Bengal Central and Bengal and North-Western Railways.



12. The gross receipts of the year amounted to Rx. 19,044,525, the working expenses to Rx. 8,713,403; the share of net earnings, surplus profits, and contributions to Provident Funds paid to Companies to Rx. 487,799, raising the total charges to Rx. 9,201,202 and leaving Rx. 9,843,323 as the net receipts accruing to Government from all the State lines during 1897-98. This result is better than that of 1896-97 by Rx. 1,023,272.

13. The Capital expenditure incurred by, or on the direct responsibility of, the State, including the Capital charge involved by incurring a specific amount of debt in purchase or redemption of liabilities in connection with lines formerly belonging to Guaranteed Companies and acquired by the State, is as under:—

	Rx.	£
(i) On State lines ( <i>vide</i> Schedule G)—		
(a) Direct Capital outlay . . . . .	97,061,400	...
(b) Expenditure incurred from debentures raised by the East Indian Railway Company . . . . .	2,688,083	...
(c) Redemption of liabilities . . . . .	...	33,553,451
(ii) On State lines leased to Companies (Capital raised wholly or in part by Companies under guarantee), <i>vide</i> para. 127 . . . . .	40,399,530*	...
<b>TOTAL</b> . . . . .	<b>140,149,013</b>	<b>33,553,451</b>

14. This sum, however, includes expenditure on lines not opened for traffic at the close of the year under review; on materials held in reserve on the North-West Frontier and with Store-keepers at ports; on projects abandoned or in abeyance as well as inefficient expenditure incurred in connection with lines transferred to Companies, the total amount involved being Rx. 12,341,069 (*vide* Schedule H). Excluding such expenditure, the open line Capital outlay at the close of 1897-98 may be stated at Rx. 161,361,395.

15. The net receipts accruing to Government for the year, Rx. 9,843,323, give a return on the total Capital outlay at the close of the year as thus stated at the rate of 5.67 per cent., and on the *open line* Capital outlay at the rate of 6.10 per cent.

16. The above results, although representing correctly the return on the Capital outlay actually incurred by the State, cannot be taken as giving the true returns from the State Railways on the actual money expended upon the various undertakings. Those of the old Guaranteed Railways, which have been purchased by the State, were for the most part acquired by the payment of annuities, including the establishment of sinking funds which will redeem the capital at the expiry of the periods for which the annuities are to run. These charges are met from current revenues, and in respect of the capital thus to be redeemed, no charge appears in the Government account of Capital outlay. On the other hand, in the case of the Oudh and Rohilkhand Railway, which was purchased outright, the outlay, as shown in the Government books, includes the premium paid on the Company's share Capital. The actual outlay incurred on the State Railways—taking, in the case of the Guaranteed Railways purchased by Government, the amounts expended by the several Companies *plus* the expenditure since incurred on construction—may† be stated at Rx. 203,622,044,† and on open lines at Rx. 191,280,975, *vide*

\* Excludes the outlay on the Bengal and North-Western Railway not guaranteed by the State.

† Sterling figures in the old Companies' accounts were converted at fixed contract rates. The difference between contract and actual average rates cannot be stated.

‡ Outlay as recorded in Finance and Revenue Accounts ( <i>vide</i> para. 13) . . . . .	Rx.	173,702,464
<i>Add</i> —Difference between outlay included above and actual rupee expenditure on lines purchased from Companies ( <i>vide</i> Schedule A)—	Rx.	
East Indian . . . . .	21,648,501	
Eastern Bengal . . . . .	1,953,777	
Sind, Punjab and Delhi . . . . .	7,172,333	
South Indian . . . . .	324,254	
	<b>31,093,865</b>	
<i>Deduct</i> —Premium on Oudh and Rohilkhand Railway . . . . .	1,174,285	
	<b>29,919,580</b>	
<b>TOTAL</b> . . . . .	<b>203,622,044</b>	

Schedule A, on which amounts the net receipts for 1897-98 give a return at the rate of 4·83 and 5·14 per cent., respectively.

17. Dealing with the matter in yet another way, the return from State Railways including the lines taken over from Companies might be stated as follows. The capital involved in the purchase of the East Indian Railway, the Eastern Bengal Railway, the Sind, Punjab and Delhi Railway, the Oudh and Rohilkhand Railway, and the South Indian Railway is stated partly in sterling and partly in rupees.

From the rupee earnings on these Railways, on other State Railways whose entire capital is stated in rupees, and on the State lines leased to Companies, remittances have to be made yearly to pay the sterling interest upon a sum of £98,486,517, which is the amount of the sterling capital; while rupee interest is paid in India upon Rx. 104,277,346, which is the amount of the rupee capital involved.

The effect as regards dividend to a shareholder is the same as if the sterling sum of £98,486,517 were converted into rupee capital at the rate of exchange for the year and the resulting rupees added to the rupee capital of Rx. 104,277,346 to form the total upon which the shareholder's return is based. Stated in this way the Capital outlay on these lines is equivalent to Rx. 258,223,567, and the net receipts of Rx. 10,152,033 give a return of 3·93 per cent. thereon.

18. The net receipts from the following Railways exceeded the interest charges for the year:—

RAILWAYS.	Net Receipts (less surplus profits and net earnings paid to Companies).	Interest and annuities, etc.	Surplus to State.
IMPERIAL.	Rx.	Rx.	Rx.
East Indian . . . . .	3,931,277	2,641,776	1,289,501
Rajputana-Malwa System . . . . .	981,426	606,981	374,445
Tirhoot . . . . .	181,680	103,980	77,700
Eastern Bengal . . . . .	863,791	591,637	272,154
Palanpur-Deesa . . . . .	1,227	933	294
Warora Colliery . . . . .	15,633	7,579	8,054
Lucknow-Bareilly . . . . .	36,404	36,186	218
South Indian . . . . .	386,543	382,079	4,464
Guntakul-Mysore Frontier . . . . .	26,516	23,608	2,908
PROVINCIAL.			
Mayavaram-Mutpet . . . . .	10,854	9,933	921

19. The net receipts of the North Western Railway fell short of the interest and annuity charges by Rx. 609,562, and were sufficient to give a return of only 3·57 per cent. on the actual Capital outlay. This is due to the unfavourable results on the Frontier section and to the heavy charge for exchange on the sterling payments of interest and annuities.

20. The financial results to the State of the working of the Companies' lines, classed as State Railways, are shown more fully in Schedule I. See paragraph 9.



*Comparison with Actuals during 1896-97 and Budget and Revised Estimates.*

21. The actual gross receipts and working expenses of State Railways for the year 1897-98 compare with the actuals of 1896-97, and with the Budget and Revised Estimates as under:—

	Actuals, 1897-98.	REVISED ESTIMATE.		BUDGET ESTIMATE.		Actuals, 1896-97.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Gross receipts .	19,044,525	18,995,000	+49,525	18,028,700	+1,020,825	17,639,604
Working expenses (including sur- plus profits, etc.).	9,201,202	9,299,100	—97,898	9,027,300	+173,902	8,819,553
NET RECEIPTS .	9,843,323	9,695,900	+147,423	8,996,400	+846,923	8,820,051

*Receipts.*

22. *With Actuals of 1896-97.*—The receipts are more than the actuals of the previous year by Rx. 1,404,921, the improvement being due to an increase in traffic chiefly on the East Indian and North Western Railways to the extent of Rx. 433,565 and Rx. 594,914, respectively. The following lines also shew increases:—Burma Railways (Rx. 65,014), Assam-Bengal (Rx. 40,106), Bengal and North-Western and Tirhoot (Rx. 60,033), Oudh and Rohilkhand (Rx. 63,485), Indian Midland (Rx. 82,888), and East Coast (Rx. 40,236). There were decreases on the Rajputana-Malwa and Southern Mahratta Railways which went to reduce the total increase in the traffic.

The increase of Rx. 433,565 on the East Indian Railway occurred partly under coaching and partly under goods traffic. Under the former the increases were principally in the pilgrim and Government traffic. The pilgrim traffic developed chiefly during the months, October to December 1897, which were considered auspicious for religious ceremonies, and there were large gatherings of pilgrims at Buxar, Allahabad, Thanagar and the several riverside stations during January 1898 in connection with the solar eclipse and the *Mogh mela*. The largest increase, however, occurred in the receipts from Government traffic, due to large despatches of Ordnance and Commissariat stores, and to the running of troop extra and mule trains in connection with the mobilization of troops for the expeditions on the North-West Frontier. The rise in the goods traffic was contributed largely by the traffic in rice, wheat, coal, railway materials carried for foreign lines, and piece-goods. The increase in the rice traffic is explained as due to the upward movements of Burma rice for the famine-stricken districts; the increase in wheat traffic to an improvement in the traffic for local consumption; the increase in the coal traffic to a great demand for export to the coast ports and for use in mills and factories; the increase in the receipts for carriage of railway materials, to the carriage of plant, sleepers and rolling-stock for the Bengal and North-Western, Oudh and Rohilkhand and Eastern Bengal Railways; and that in cotton piece-goods to a large traffic in this commodity to the North-Western Provinces and Oudh and to the Punjab.

The increase on the Burma Railways is attributed to the continued prosperity of Lower Burma—the result of good crops, to the high price of paddy and consequent good trade and to the general development of traffic.

The increase on the Assam-Bengal Railway was due to the development of traffic.

The increase on the Eastern Bengal State Railway occurred entirely under goods traffic, the receipts from which were Rx. 61,148 more than in the previous year, and was due to a good jute crop in the last quarter of the year, and to the carriage of construction stores for the Hajipur Extension of the Tirhoot State Railway and for the Branch lines connected with the Eastern Bengal State Railway. There was, however, a falling off in receipts from coaching traffic to the extent of Rx. 30,752, which was due in a great measure to the stoppage of traffic owing to damages caused to the line by the earthquake of 1897 and by the famine of the previous year.

The increase on the Bengal Central Railway is attributed to the development of traffic under all heads of account.

The increase on the Bengal and North-Western and Tirhoot Railways is attributed to the earnings of the previous year having been affected by the famine, to additional mileage having been opened during the year, and to the development of traffic *viâ* Burhwal.

The increase on the Oudh and Rohilkhand Railway occurred chiefly under Sundries, and was due almost entirely to enhanced receipts for hire of stock lent to the East Indian and Eastern Bengal Railways. Some portion of the increase was also due to the military operations on the North-West Frontier.

The increase on the Indian Midland Railway was due chiefly to the movement of troops in connection with the frontier expeditions; to the traffic in wheat having proved favourable; to an increase in the traffic in rape-seed for export owing to the failure of the crop in Europe; to a large traffic in sugar and jaggaree, and to an increase in the receipts on account of mileage and demurrage of stock and the adjustment of arrears of shunting charges at joint stations.

The increase on the Lucknow-Bareilly Railway occurred chiefly under goods traffic and was due to a large export traffic in cereals, in oil-seeds and in jaggaree, the result of the favourable rains of 1897 and a good winter harvest. Coaching traffic also improved as the agricultural population made more use of the railway than in 1896.

The increase of Rx. 594,914 on the North Western Railway was due mainly to the Frontier expedition, and to the revival of the wheat trade after the famine. The increases under coaching and goods were Rx. 226,191 and Rx. 434,064 respectively.

The increase on the Guntakul-Mysore Frontier Railway occurred chiefly under goods traffic, and was due to the large exports of food-grains from the Mysore State passing over this line.

The increase on the Mysore State Railway occurred chiefly under goods traffic and was due to large exports of food-grains to the Poona and Bijapur branches and to foreign railways *viâ* Guntakal and Poona. There was, however, a falling off in the earnings from passenger traffic owing partly to the failure of the Mallur Bridge and the temporary stoppage of communication in consequence, and partly to the plague restrictions.

The increase on the East Coast Railway is attributed to additional mileage having been opened during the year; to the carriage of materials for the Bengal-Nagpur and Bezwada-Madras Railways, and to increased traffic in Manganese ore from the mines at Garividi exported *viâ* Vizagapatam.

The decrease on the Rajputana-Malwa Railway System occurred chiefly under coaching traffic due partly to the stringent measures introduced to restrict the movement of passengers from areas affected by plague, and partly to the period, April to September 1897, having been considered unpropitious for marriages. The goods earnings shewed an increase owing to an improvement in cotton, sugar, and other traffic.



The decrease on the Southern Mahratta Railway occurred chiefly under coaching traffic, and was due to the measures adopted by Government to prevent the spread of the bubonic plague. The goods traffic shewed an increase, the result of a larger movement of food-grains owing to famine and of better traffic in salt, chillies, and other articles of merchandise.

The decrease on the Dhond and Manmad State Railway occurred chiefly under coaching traffic, and is attributed to the prevalence of the plague in the Bombay Presidency which restricted the movement of passengers.

23. *With Budget Estimate.*—The actuals were more than the Budget Estimate by Rx. 1,020,825, the principal increases being on the East Indian and North Western Railways to the extent of Rx. 584,181 and Rx. 482,821, respectively. The more important variations from the Budget Estimate on individual lines are as under:—

The increase of Rx. 584,181 on the East Indian Railway is attributed to the Budget Estimate having been placed at a moderate figure owing to uncertainty as to the prospects of the year in consequence of the plague and the scarcity that prevailed at the time. The famine, however, contributed to an increase of the goods traffic by the movement of imported food-grains to the famine-stricken districts.

The increase on the Burma Railways is attributed to the receipts having been under-estimated in the Budget Estimate as it was anticipated that the receipts were not likely to exceed those of the previous year which was a bumper one. A second year, however, of even greater general prosperity ensued with the result that the railway earnings for the year are the highest on record.

The increase on the Eastern Bengal State Railway was due to the traffic in jute having been very favourable, and to an increase in the receipts from sundry traffic, the causes for which are explained in paragraph 22 above.

The increase on the Bengal Central Railway was due to the causes mentioned in paragraph 22 above.

The increase on the Bengal and North-Western and Tirhoot Railways was due chiefly to an improvement in the receipts from steam-boat traffic. There was a decrease in the goods traffic owing to the estimate having been fixed at too high a figure.

The increase on the Indian Midland Railway is attributed chiefly to the exceptional troop traffic which passed over the line to and from the North-West Frontier, and to large imports of grain into the tract of country affected by famine and scarcity not having been anticipated at the time the Budget Estimate was prepared.

The increase on the Lucknow-Bareilly Railway was due to the development of passenger traffic, to larger exports of grain seeds and jaggaree, the winter harvest having been very good in consequence of the favourable rains of 1897.

The large increase of Rx. 482,821 on the North Western Railway is attributed to the causes mentioned in paragraph 22 above.

The increases on the Mysore State and East Coast Railways were due to the causes mentioned in paragraph 22 above.

The decrease of Rx. 275,530 on the Rajputana-Malwa Railway is made up of decreases under coaching traffic, Rx. 69,586, and goods traffic, Rx. 213,887. When the Budget Estimate was under preparation, it was anticipated that the line would do as well if not better than in the previous year, but owing to famine and plague these expectations were not realised.

The decrease on the Bengal-Nagpur Railway is attributed to there not having been much grain in stock for export during the year, owing to the failure of the rains of 1896, the new crops not having been

available for despatch. The plague also interfered with the development of traffic.

The decrease on the Assam-Bengal Railway was due to traffic on certain portions of the line having had to be suspended owing to damages caused by the earthquake of June 1897. The railway also suffered very considerably as regards its earning power from the effects of the very severe cyclone which visited the Chittagong end of the line at the close of October 1897. Owing to the earthquake and the cyclone, the southern section of the line from Akhaura to Bardapur had to be temporarily closed; the Gauhati section was closed for the remainder of the year, and the Chittagong section was only re-opened throughout for all kinds of traffic from 1st December 1897.

The decrease on the South Indian Railway occurred in both coaching and goods traffic, and is attributed to the prevalence of plague in the Bombay Presidency; to a marked falling off in the pilgrim traffic; to the failure of the paddy crops in the Tanjore District, and of oil-seeds in the Northern Districts having affected local traffic considerably, and to the opening of the Periyar Project having decreased the demand for grain in the Madura District.

The decrease on the Dhond and Manmad State Railway is due to the continuance of plague throughout the year.

The decrease on the Southern Mahratta Railway was due to the causes mentioned in paragraph 22 above.

24. *With Revised Estimate.*—The actual receipts approximate very closely to the Revised Estimate, the result being an increase of only Rx. 49,525. The more important variations on individual lines are explained below:—

The increase on the Rajputana-Malwa Railway was due to an improvement in coaching and goods traffic during the last quarter of the year.

The increase on the Bengal-Nagpur Railway occurred chiefly under goods traffic, and was due to an improvement in that traffic during the closing months of the year.

The increase on the Burma Railways occurred chiefly under goods, and was due to the paddy traffic during the last four months of the year having been very favourable.

The increase on the Eastern Bengal State Railway was due to the passenger traffic having improved towards the close of the year and to a heavy jute traffic during the last quarter of the year.

The increase on the Bengal and North-Western and Tirhoot Railways occurred chiefly under goods traffic, and is attributed to the development of traffic.

The decrease in receipts on the East Indian Railway is attributed to earnings remaining unrealised at the close of the year.

The decrease on the Oudh and Rohilkhand Railway is attributed to the additional precautions which were found necessary in connection with the plague having led to the stoppage for a time of bookings of passengers to Hardwar and adjacent stations; to the agricultural produce, although the harvests were good, not having come on to the line until quite at the close of the year.

The decrease on the North Western Railway is attributed to large outstandings against the Commissariat Department on account of the Frontier expedition.

#### *Working Expenses.*

25. *With Actuals of 1896-97.*—The increase of Rx. 381,649 in working expenses as compared with the actuals of the previous year was due generally to the larger traffic worked. The increase in working expenses is equivalent to about 27 per cent. of the increased earnings—

The large increase of Rx. 104,183 on the East Indian Railway is attributed chiefly to a larger payment on account of the



Company's share of surplus profits due to the improvement in earnings. There were, however, increases under locomotive expenses due to the extra train mileage worked; under traffic expenses due partly to the increased cost of handling goods and of train staff due to the rise in traffic, and partly to the expenditure on the extended system of lighting carriages with Pintsch's gas; and under special and miscellaneous expenditure due principally to large payments to Foreign Railways on account of hire of vehicles, mileage and demurrage of stock and running powers to meet the demands of the abnormal traffic. There were decreases under maintenance due to the work of ballasting and relaying having been retarded by the extra train service, and to the re-ballasting of the Jubbulpore line having been completed in the previous year, and under carriage and wagon expenses due chiefly to credits for wagons transferred to the Moghal Sarai-Gya Extension and the South Behar Railway.

The increase on the Burma Railways was due to heavy repairs to damages caused by floods and to the station buildings at Katha which were burned down having had to be rebuilt; to heavy repairs to locomotive engines and to larger running expenses owing to the increased mileage worked; to increases in the station and train staff owing to the opening of new stations and the extra train mileage worked; to adjustments in connection with the police force employed on the Railway from 1st September 1896 having been carried out in the year under review, and to the payment to the Company for the first time of their share of surplus profits.

The increase on the Assam-Bengal Railway was due to the larger traffic worked.

The increase on the Eastern Bengal State Railway was due to repairs to damages caused by the earthquake; to the replacement of 6 broad-gauge locomotive engines; to the construction of 5 third class carriages and 16 low-sided wagons; to the heavier traffic worked, and to the hire of locomotives from the Oudh and Rohilkhand Railway, and to mileage and demurrage of foreign vehicles owing to the increase in traffic.

The increase on the Bengal and North-Western and Tirhoot Railways was due to the additional train mileage run and the opening of new extensions; to an increase under steam-boat service owing to heavy repairs, and to a larger payment to the Bengal and North-Western Railway Company on account of their share of net earnings.

The increase on the Oudh and Rohilkhand Railway is attributed to the cost of working the Cawnpore-Burhwal metre-gauge connection, a section only of which was opened in the second-half of the previous year, and to the payment during the year under review of heavy liabilities incurred in the previous year.

The increase on the Indian Midland Railway was due to the renewals of rails on the Scindia section and to the payment of grain compensation allowance to gangmen; to the running expenses, having been heavier owing to the increased train mileage worked; to heavier repairs to locomotives, and to an increase in traffic expenses consequent on the grant of grain compensation allowance to the menial staff.

The increase of Rs. 119,589 on the North Western Railway was due chiefly to the additional train mileage run.

The increase on the Mysore State Railway was due to the increased traffic and to a larger payment to the Southern Mahratta Railway on account of the Company's share of net earnings.

The increase on the East Coast Railway was due to the cost of administration, which was in the previous year apportioned between Capital and Revenue, having been charged wholly to Revenue in the year under review and to heavy repairs to engines and vehicles

and the employment of additional establishment consequent on the extra traffic and mileage worked.

The decrease on the Rajputana-Malwa Railway was due chiefly to a smaller payment on account of the Bombay, Baroda and Central India Railway Company's share of surplus profits owing to the result of the year's working having proved less favourable than that of the previous year. There were also decreases under locomotive expenses due to less consumption of fuel and carriage of less coal, and increases under maintenance of way, works and stations due to heavy outlay on relaying, under carriage and wagon expenses due to heavy expenditure on repairs and renewals of vehicles, and under traffic expenses due to the retention of the full strength of staff owing to the uncertain state of traffic and to a rise in the price of castor oil.

The decrease on the Bengal-Nagpur Railway was due to special expenditure in connection with relaying permanent-way on the Katni-Umaria section and with the payment of arrears to the Great Indian Peninsula Railway having been incurred during the previous year.

The decrease on the South Indian Railway was due to  $7\frac{1}{2}$  miles of line only having been renewed during 1897-98 against  $11\frac{1}{2}$  miles during the previous year and to the cheaper rate at which coal was obtained.

The decrease on the Southern Mahratta Railway was due generally to the lines worked by the Company having to bear increased charges proportionate to the increase in their earnings. There was an increase under "Special and Miscellaneous" expenditure owing to the inclusion for the first time of 50 per cent. of the deposits in the Provident Fund during the half-year ended 31st December 1897 as a bonus to the fund as part of the working expenses. The special outlay incurred in the suppression and prevention of the plague at Hubli and other stations on the line, which was debited to the working expenses of the line, also accounts partly for the increase in expenditure under this head.

26. *With Budget Estimate.*—The actual working expenses exceeded the Budget Estimate by Rx. 173,902. The more important variations in line estimates are as under :—

The excess of Rx. 153,204 on the East Indian Railway was due to a larger payment on account of the Company's share of surplus profits and to heavier payments to foreign lines on account of hire of vehicles, etc.

The excess on the Burma Railways was due chiefly to the causes mentioned in paragraph 25 above.

The excess on the Eastern Bengal State Railway was due to repairs to damages caused by the earthquake; to hire of locomotives from other railways, and to mileage and demurrage on wagons.

The excess on the Bengal Central Railway was due to charges for the renewal of sleepers having been higher than was anticipated; to heavier repairs to stock and to the traffic worked having been heavier than was anticipated.

The excess on the Indian Midland Railway is attributed to the increased traffic and to insufficient provision having been made in the Budget Estimate for expenditure on extraordinary renewals.

The excess on the North Western Railway occurred mainly under locomotive expenses, and is attributed to the larger traffic worked. The outlay on maintenance was restricted under the orders of Government during the first part of the year.

The excesses on the Mysore State and East Coast Railways were due to the causes mentioned in paragraph 25 above.

The lapse on the Rajputana-Malwa Railway was due chiefly to the provision made for running expenses, fuel, and unclassified



expenditure under locomotive expenses having been in excess of requirements, and to a smaller payment on account of the Bombay, Baroda and Central India Railway Company's share of surplus profits owing to the net result of the year's working having proved much less satisfactory than was expected at the time the Budget Estimate was prepared.

The lapse on the Bengal-Nagpur Railway is attributed to delay in the receipt of rails from England and to credits for old materials for relaying done late in the preceding year having been accounted for in the year under review.

The lapse on the Assam-Bengal Railway was due to the stoppage of traffic on certain portions of the line as explained in paragraph 23 above.

The lapse on the Bengal and North-Western and Tirhoot Railways was due principally to a smaller payment to the Company on account of their share of net earnings owing to the Company's shares of net earnings for January and February 1898 having been over-estimated, and to the balance of their share for the half-year ended 31st December 1897 not having been paid to the Company until the following year.

The lapse on the Oudh and Rohilkhand Railway was due to short renewals of pot sleepers owing to the failure of the Barrakar Iron Works to supply them, and to the late arrival of girders; to the lighter traffic worked, and to savings on estimates for repairs and renewals of engines.

The lapse on the South Indian Railway was due to the requirements for cross sleeping girders having been over-estimated; to coal having been obtained at a cheaper rate; to engines ordered from England in replacement of condemned ones not having been received owing to the engineers' strike; to a smaller number of Jones' buffers having been fitted to stock, and to the restriction of expenditure ordered by the Government of India.

The lapse on the Southern Mahratta Railway is attributed chiefly to the fall in the traffic and the smaller train mileage worked in consequence.

27. *With Revised Estimate.*—The actual working expenses fell short of the Revised Estimate by Rs. 97,898. The more important variations on individual lines are explained below:—

The lapse on the East Indian Railway occurred chiefly under maintenance and carriage and wagon expenses, and was due to the causes mentioned in paragraph 25 above.

The lapse on the Rajputana-Malwa Railway was due to the requirements under renewals of permanent-way having been over-estimated, to a saving in the provision for running expenses, to reduced consumption of fuel, and to smaller renewals of locomotive engines. There was an excess in the payment made to the Bombay, Baroda and Central India Railway on account of the Company's share of surplus profits, owing to the net result of the year's working having proved better than was anticipated.

The lapse on the Bengal and North-Western and Tirhoot Railways was due chiefly to a smaller payment to the Company on account of their share of net earnings.

The lapse on the Oudh and Rohilkhand Railway is attributed to the lighter traffic worked during the last few weeks of the year, to short renewals of pot sleepers, and to short outlay on renewals of bridges.

The lapse on the North Western Railway was due chiefly to the requirements under maintenance of way, works and stations having been over-estimated.

The excess on the Bengal-Nagpur Railway was due entirely to fluctuations in the suspense accounts.

(ii) *Interest and Annuities.*

28. The charges for interest and annuities on account of State Railways for 1897-98 amounted to Rx. 9,859,014 as under:—

	ENGLAND.		India.	TOTAL.
	Sterling.	Rupee equivalent.		
	£	Rx.	Rx.	Rx.
Interest charged in India on debt incurred for direct outlay by the State . . .	...	...	3,816,784	3,816,784
Interest on debt taken over or incurred in connection with lines transferred from Companies to the State:—				
On debentures since discharged . . .	...	...	174,494	174,494
On debentures, debenture stock, and on India stock issued in redemption of annuities, debentures, and debenture stock and for purchase of undertakings . . . . .	971,045	1,517,860	...	1,517,860
Annuities in purchase of Companies' lines . . .	1,712,419	2,676,715	...	2,676,715
Interest chargeable against Companies on advances by Secretary of State . . .	218,884	342,142	87,731	429,873
Interest on Capital deposited by Companies . . .	784,779	1,226,704	16,584	1,243,288
TOTAL . . .	3,687,127	5,763,421	4,095,593	9,859,014

29. Interest is charged in India at 4 per cent. per annum on debt incurred for direct outlay by the State, except on a loan of Rx. 1,000,000 from His Highness the Maharaja Holkar for the Holkar State Railway, which bears interest at  $4\frac{1}{2}$  per cent. per annum.

30. The debt taken over or incurred in connection with lines acquired by the State from Companies is on account of the East Indian, Eastern Bengal, Sind, Punjab and Delhi (incorporated in the North Western Railway), Oudh and Rohilkhand and South Indian Railways, and consists of debentures and debenture stocks of the Companies, for which the State assumed the direct liability on the transfer of the lines to Government; of India stock issued in purchase of the Oudh and Rohilkhand and South Indian Railways; and of stock issued from time to time in redemption of portions of annuities or of debentures and debenture stock, which are bought up as opportunity offers.

The debentures discharged up to date are as under:—

	Rx.
East Indian Railway, £2,950,000 or expressed in Rx., converted at the official rates applicable under the contract . . .	3,546,684
Eastern Bengal Railway, £612,350 or expressed in Rx., converted at the average rates for the years in which discharged . . .	815,670

and interest is calculated at the rate of 4 per cent. per annum on these sums as in the case of direct outlay by the State.



31. The details of the interest charges and the charge on account of each line are as follows:—

	East Indian.	Eastern Bengal.	Sind, Punjab and Delhi (North Western).	Oudh and Rohilkhand.	South Indian.	TOTAL.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
On debentures discharged . . . . .	141,867	32,627	...	...	...	174,494
On debentures and debenture stock . . . . .	100,986	21,799	...	24,053	29,895	176,733
On India 3½ per cent. stock issued in redemption of portion of annuity and debenture stock . . . . .	362,442	30,861	249,672	—921	...	642,054
On India 3 per cent. stock issued in redemption of portion of annuity, debenture stock and debentures, and for purchase of undertakings from Railway Companies . . . . .	11,622	33	...	484,561	187,398	683,614
On India 2½ per cent. stock issued in redemption of debentures . . . . .	...	...	...	...	11,915	11,915
On India 4 per cent. rupee debt issued in redemption of portion of annuity . . . . .	...	...	...	...	...	...
Discount Sinking Fund in redemption of debt incurred in excess of money raised . . . . .	...	...	...	3,544	...	3,544
TOTAL . . . . .	616,917	85,320	249,672	511,237	229,208	1,692,354

32. The East Indian, the Eastern Bengal, and the Sind, Punjab and Delhi Railways were purchased by annuities: the East Indian Railway annuity, terminating in 1953, at the rate of £5-12-6 for every £100 stock of the Company; the Eastern Bengal, terminating in 1957, at £6-3-4·79 per £100 stock, and the Sind, Punjab and Delhi, terminating in 1958, at the rate of £5-3-3·141 per £100 stock. In the case of the East Indian Railway a portion of the annuity equivalent to one-fifth of the commuted value of the capital stock, or £6,550,000 has been deferred, and on this sum interest at 4 per cent. is guaranteed. The holders of this portion of the stock participate in the surplus profits.

33. The charges in respect of each line were as follows:—

	East Indian.	Eastern Bengal.	Sind, Punjab and Delhi (North Western).	TOTAL.
	Rx.	Rx.	Rx.	Rx.
Annuity . . . . .	1,327,350	182,621	580,242	2,090,212
Interest in lieu of deferred annuity . . . . .	409,537	...	...	409,537
Sinking Fund . . . . .	103,236	7,697	63,278	174,211
Contribution towards management of Sinking Funds, etc. . . . .	2,148	201	405	2,754
TOTAL . . . . .	1,842,271	190,519	643,925	2,676,715

34. The charges under "Interest on capital deposited by Companies" and "Interest chargeable against Companies on advances" relate to the newer Companies, the lines undertaken by which are classed as State Railways. During later years, the funds required for additional capital works have been provided by advances made to the Companies from funds raised by the Secretary of State under the provisions of Act 51 Vict., Cap. 5. The charges for interest on these advances appear under the heading "Interest chargeable against Companies on advances." It has further been arranged that money

required for *Indian* expenditure on the construction of the extensions of the Bengal-Nagpur Railway and the Saugor-Katni Extension of the Indian Midland Railway shall be advanced in India, the expenditure in England on account of these Railways being met by sterling borrowing. The interest chargeable against the Companies on the rupee advances appears under India under the same heading. The East Indian Railway Company have also been allowed to raise sterling debentures to meet the capital expenditure on the main line and the extensions. The interest on these debentures is accounted for under the head "Interest on capital deposited by Companies."

35. The charges incurred in connection with each line are given in the following table :—

RAILWAYS.	INTEREST CHARGEABLE AGAINST COMPANIES ON ADVANCES.			INTEREST ON CAPITAL DEPOSITED BY COMPANIES.			GRAND TOTAL
	India.	England and Exchange.	Total.	India.	England and Exchange.	Total.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
East Indian . . .	...	...	...	...	37,124	37,124	37,124
Bengal-Nagpur . . .	78,667	140,212	218,879	...	284,916	284,916	498,795
Burma Railways . . .	...	...	...	...	78,620	78,620	78,620
Assam-Bengal . . .	...	...	...	...	111,372	111,372	111,372
Bengal Central . . .	...	25,401	25,401	...	27,355	27,355	52,756
Indian Midland . . .	14,064	68,327	82,391	883	325,177	326,060	408,451
Lucknow-Bareilly . . .	...	...	...	15,701	...	15,701	15,701
South Indian . . .	...	...	...	...	46,894	46,894	46,894
Southern Mahratta* . . .	...	108,202	108,202	...	315,246	315,246	423,448
TOTAL . . .	87,731	342,142	429,873	16,584	1,226,704	1,243,288	1,673,161

\* Including Mysore.

36. The charge in India against the Bengal-Nagpur Railway under "Interest chargeable against Companies on advances" includes Rx. 19,415 representing interest on capital expended by Government on the Katni-Umaria State Railway, which was subsequently taken over by the Bengal-Nagpur Railway Company as a part of its undertaking; this expenditure has not been refunded by the Company, but the State ranks as a shareholder to the extent of the capital contributed by it. The amount entered against the Lucknow-Bareilly Railway represents interest on money raised by the Rohilkhand and Kumaon Railway Company for capital expenditure on the Lucknow-Bareilly Railway, and interest on advances made to the Company in excess of the money raised.



## SECTION B.

## GUARANTEED RAILWAYS.

37. This section deals with the transactions of the Great Indian Peninsula, the Bombay, Baroda and Central India, and the Madras Railways. These transactions are (i) Revenue and (ii) the charges incurred by the State (a) in the payment of surplus profits and contributions to Provident Funds; (b) on Land, which, under the several contracts, is supplied free of charge to the Companies; (c) on Government controlling establishments and (d) on interest on capital. The Government controlling establishments also, in some instances, exercise supervision over State lines leased to Companies, and perform certain duties in connection with State Railways, but the entire cost is recorded under this head. Recoveries are made from State lines leased to Companies on account of Government supervision, and the amount of these recoveries is credited to this head.

## I.—REVENUE TRANSACTIONS.

XXVII.—*Net Traffic Receipts.*

38. At the close of the year under review, the open mileage of the Guaranteed Railways was as follows\* :—

	Total length open.	Length laid with two or more tracks.
	Miles.	Miles.
Great Indian Peninsula . . . . .	1,288.00	461.92
Bombay, Baroda and Central India . . . . .	460.90	118.36
Madras . . . . .	839.23	42.41
TOTAL . . . . .	2,588.13	622.69

\* Administration Report on the Railways in India for 1897-98, Part I, Appendix A.

39. The net receipts of the Guaranteed Railways during 1897-98 amounted to Rx. 2,201,392. The transactions of each Railway for the year were as follows :—

	Great Indian Peninsula.	Bombay, Baroda and Central India.	Madras.
	Rx.	Rx.	Rx.
Receipts—			
Administrative . . . . .	2,956,485	1,405,551	1,138,830
Suspense . . . . .	187,441	413,025	179,533
TOTAL . . . . .	3,143,926	1,818,576	1,318,363
Payments—			
Administrative . . . . .	1,873,688	788,933	550,583
Suspense . . . . .	270,849	416,787	178,683
TOTAL . . . . .	2,144,537	1,205,720	729,216
Net Receipts—			
Administrative . . . . .	1,082,797	616,618	588,247
Suspense . . . . .	—83,408	—3,762	900
TOTAL . . . . .	999,389	612,856	589,147
Percentage of working expenses to earnings . . . . .	63.38	56.13	48.34
Average earnings per mile per week . . . . .	44.02	58.49	26.03

40. Taking the Capital expenditure as stated in rupees\* in the Indian Accounts (in which sterling figures have been converted at the fixed contract rate of 1s. 10d. the rupee), the return per cent. on Capital outlay incurred to the end of the year was as under:—

	Capital outlay to 31st March 1898.	Net Receipts, 1897-98.	Percentage on Capital outlay.
	Rx.	Rx.	
Great Indian Peninsula . . . . .	27,997,041	999,389	3.57
Bombay, Baroda and Central India . . . . .	10,644,847	612,856	5.76
Madras . . . . .	12,161,376	589,147	4.84
Ditto Extension . . . . .	6,277		

41. The earnings on the Great Indian Peninsula Railway during the year under review were considerably below those of the previous year due to the fall in 3rd class passenger traffic consequent on the medical examinations and quarantine restrictions necessitated by the prevalence of plague. The decrease would have been greater but for the improvement in Goods traffic owing to the crops being much above the average, the result of a good and seasonable rainfall. Notwithstanding the reduction in earnings the working expenses exceeded those of 1896-97 by Rs. 8,96,577, due to heavy outlay principally in the Carriage and Wagon Department in connection with the replacement of condemned Cammel's axles and repairs and renewals of a larger number of vehicles. This increase was to some extent compensated for by reduced outlay in the Engineering Department.

42. On the Bombay, Baroda and Central India Railway the results were also more unfavourable than in the preceding year. The earnings fell off by Rs. 10,42,273, while the expenses increased by Rs. 7,26,876. Under Coaching traffic there was a decrease of Rs. 13,96,661 which was partially counter-balanced by the improvement under goods earnings during the latter part of the year. The increase in working expenses was due principally to heavy outlay in connection with the renewal of carriage and wagon stock and the replacement of Warren girders.

43. On the Madras Railway the earnings were more than those of 1896-97 by Rs. 3,62,474, due almost entirely to the improvement in Goods traffic in connection with grain and pulse. There was also a slight improvement in the carriage of coal for the public. The working expenses were practically the same as in the preceding year.

*Comparison with Actuals of 1896-97 and the Budget and Revised Estimates.*

44. A statement, attached to this review as Schedule B, compares in detail the transactions of the year with the Revised and Budget Estimates and the Actuals of 1896-97. The following is a summary of the net results:—

RAILWAYS.	NET RECEIPTS.	REVISED ESTIMATE.		BUDGET ESTIMATE.		NET RECEIPTS.
	Actuals, 1897-98.	Estimate.	Actuals, more + or less —.	Estimate.	Actuals, more + or less —.	Actuals, 1896-97.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula . . . . .	999,389	970,000	+29,389	1,300,000	—300,611	1,279,801
Bombay, Baroda and Central India . . . . .	612,856	620,000	—7,144	800,000	—187,144	805,295
Madras . . . . .	589,147	570,000	+19,147	530,000	+59,147	549,068
TOTAL . . . . .	2,201,392	2,160,000	+41,392	2,630,000	—428,608	2,634,164



45. The decrease in the actuals, as compared with those of 1896-97, has already been explained—*vide* paragraphs 41—43, *ante*. The decrease, as compared with the Budget Estimate, was due mainly to the same causes which led to the difference between the actuals. The difference between the actuals and the Revised Estimate is comparatively small.

## II.—SURPLUS PROFITS, ETC., LAND, SUPERVISION AND INTEREST.

### *Surplus Profits and Contributions to Provident Funds.*

46. Under the contracts with the Guaranteed Railway Companies, a moiety of the excess of net earnings over interest charges for each half-year ending 30th June and 31st December, taken separately, is paid to the Companies; but in calculating the total surplus for division, the Secretary of State is able to place against the net earnings stated in rupees, one rupee only for every 1s. 10d. of guaranteed interest which he has paid. The share falling to the Companies is, therefore, much in excess of a moiety of the real surplus after meeting the sum which the Secretary of State actually pays as interest charges. In any half-year during which the net earnings fall short of the interest charges, the deficiency is borne wholly by Government.

47. A contribution from net earnings is made in aid of the Provident Funds established on the Great Indian Peninsula and Bombay, Baroda and Central India Railways, for the benefit of the Companies' employes, when the net earnings on capital give a return of more than 6 per cent. per annum on the Bombay, Baroda and Central India, and of 3 per cent. half-yearly on the Great Indian Peninsula Railway. A Provident Fund was established during 1891-92 on the Madras Railway, but on a different basis, a contribution equal to one-half of the obligatory subscriptions of the members during the half-year being given as a charge to Working Expenses, and a further contribution being made in half-years in which there are surplus profits, out of such surplus profits, and within certain prescribed limits.

48. The payments to the Companies during the year 1897-98 on account of surplus profits and contributions to Provident Funds were as follows :—

	Surplus profits.	Contributions to Provident Funds.	TOTAL.
	Rx.	Rx.	Rx.
Great Indian Peninsula . . . . .	38	...	38
Bombay, Baroda and Central India . . . . .	100,645	...	100,645
Madras . . . . .	8,597	1,022	9,619
<b>TOTAL . . . . .</b>	<b>109,280</b>	<b>1,022</b>	<b>110,302</b>

### *Land.*

49. The charges for land for Guaranteed Railways during the year were comparatively small. They were as follows :—

	Rx.
Great Indian Peninsula . . . . .	1,154
Bombay, Baroda and Central India . . . . .	1,497
Madras . . . . .	548
<b>TOTAL . . . . .</b>	<b>3,199</b>

### *Supervision.*

50. The charges falling under this head represent the cost of the establishments of the Consulting Engineers and Government Examiners employed on the supervision, audit and control of the transactions of Companies' lines, and

a moiety of the cost of the office of the Director General of Railways. The charges during the year under review were as follows :—

	Control. Rx.	Audit. Rx.
Bombay . . . . .	11,542	11,169
Madras . . . . .	6,890	4,870
Calcutta . . . . .	8,448	6,782
North-Western Provinces and Oudh . . . . .	10,563	5,461
Assam . . . . .	3,671	2,501
Burma . . . . .	4,271	1,529
Director General of Railways, etc. (share of office of—)	15,332	...
	60,712	32,312
<b>TOTAL</b> . . . . .	98,024	
<i>Less—Recoveries from Companies</i> . . . . .	80,312	
<b>NET CHARGE</b> . . . . .	12,712	

51. The contributions for Government supervision, audit and control, recovered from the several Railway Companies which are credited to this head, were as follows :—

	Rx.
East Indian . . . . .	10,000
Rajputana-Malwa . . . . .	14,519
Bengal and North-Western and Tirhoot . . . . .	4,956
Bengal-Nagpur . . . . .	9,659
Bengal Central . . . . .	1,000
Indian Midland . . . . .	6,365
Southern Mahratta (including Mysore) . . . . .	10,704
Rohilkhand-Kumaon (including Lucknow-Bareilly) . . . . .	1,140
South Indian . . . . .	8,545
Assam-Bengal . . . . .	5,467
Burma . . . . .	7,957
<b>TOTAL</b> . . . . .	80,312

52. The contribution payable from the East Indian Railway revenues has been fixed under the contract at Rs. 50,000 half-yearly. The contributions by the Bengal and North-Western and Rohilkhand-Kumaon Railway Companies are calculated at the rate of Rs. 20 per mile half-yearly, while those of other Railway Companies are calculated at the rate of Rs. 40 per half-year per mile of line constructed or under construction.

53. No contribution is made by the old Guaranteed Railways towards the cost of Government audit and control.

#### Interest.

54. The charges for Interest during the year 1897-98 were as under :—

	On Capital held in England.		On Capital held in India.	On over-drawals on Capital Account.	TOTAL
	Amount. £	Equivalent. Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula . . . . .	1,190,101	1,860,270	1,431	595	1,862,296
Bombay, Baroda and Central India . . . . .	433,271	677,254	114	4,240	681,608
Madras . . . . .	531,412	830,661	...	2,519	833,180
<b>TOTAL</b> . . . . .	2,154,784	3,368,185	1,545	7,354	3,377,084

55. The foregoing figures represent the interest paid during the year, and not the liability for interest for the year 1897-98. Additional capital to the extent of £200,000 was raised by the Madras Railway Company during the year under review, viz., £100,000 in September and £100,000 in November 1897, and consequently the liability for interest for the year 1897-98 would be higher than the actual payments. The interest on overdrawn capital represents interest charged by Government on advances to the three lines on Capital account. The rate which was formerly  $4\frac{1}{2}$  per cent. per annum has been reduced to  $3\frac{1}{2}$  per cent. from May 1897.



*Comparison with Actuals of 1896-97 and the Budget and Revised Estimates.*

56. In the statement attached to this review as Schedule C, a comparison in detail will be found of the actual charges for Surplus Profits, etc., Land and Supervision, and Interest, with the Revised and Budget Estimates and with the Actuals of 1896-97, of which the following is a summary:—

	Actuals, 1897-98.	REVISED ESTIMATE.		BUDGET ESTIMATE.		Actuals, 1896-97.
		Estimate.	Actuals, more + or less —.	Estimate.	Actuals, more + or less —.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Surplus profits, etc.	110,302	117,200	—6,898	157,600	—47,298	447,802
Land and Supervi- sion . . . .	15,911	28,600	—12,689	145,400	—129,489	28,083
Interest . . .	3,377,084	3,370,300	+6,784	3,608,400	—231,316	3,597,232
TOTAL . . .	3,503,297	3,516,100	—12,803	3,911,400	—408,103	4,072,617

The decrease in payments on account of surplus profits, etc., as compared with the actuals of the previous year, is due chiefly to no surplus having been earned by the Great Indian Peninsula Railway during the half-year ended 30th June 1897, and to the share of profits paid to the Bombay, Baroda and Central India Railway Company being less owing to the fall in traffic. Contrasted with the Budget Estimate the decrease is due to the Bombay, Baroda and Central India Railway having earned no surplus in the second-half of 1897. The decrease, as compared with the Revised Estimate, is due to no payments having been made to the Bombay, Baroda and Central India Railway for contribution to the Provident Fund, owing to the accounts for the second-half of 1897 having been closed late in the year.

The decrease in Land and Supervision, as compared with the actuals of the previous year, occurred chiefly in Bengal, North-Western Provinces and Madras. The reduction in Bengal is due to the formation of a separate Consulting Engineer's Office in Rangoon, that in the North-Western Provinces is due to changes in the *personnel* of the staff, and that in the Madras Presidency is attributed principally to the greater part of the land required for the "Salt Cotta Junction arrangements" having been paid for in 1896-97. The lapse on the Budget and Revised Estimates is due principally to the provision made for the land required for the Calicut-Cannanore Branch of the Madras Railway, not being utilized in full owing to the commencement of construction operations having been delayed by the question of gauge being still unsettled.

The decrease in the interest charges as compared with the Actuals of 1896-97 and the Budget Estimate was due to the more favourable rate of exchange.

*Effect on State Revenues.*

57. The following table shows the direct results to the State of the working of the Guaranteed Railways for the year:—

	Net Traffic Receipts.	CHARGES.				Gain or loss (+ or —).
		Interest.	Surplus Profits.	Contribution to Provident Funds.	TOTAL.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula . . . .	999,389	1,862,296	38	...	1,862,334	—862,945
Bombay, Baroda and Central India . . . .	612,856	681,608	100,645	...	782,253	—169,397
Madras . . . .	589,147	833,180	8,597	1,022	842,799	—253,652
TOTAL . . . .	2,201,392	3,377,084	109,280	1,022	3,487,386	—1,285,994

58. In addition to the above, the cost of land provided at the expense of the State and a proportionate share of the cost of the Government controlling establishments have to be taken into consideration, in order to arrive at the real financial results to the State of its connection with Guaranteed Railways. The above table, however, shows prominently the effects of the provision in the contracts under which surplus profits are declared half-yearly, and the sterling interest is converted for the purpose of this division at the fixed contract rate of 1s. 10d. (*vide* paragraph 46). Thus the Bombay, Baroda and Central India Railway Company received as surplus profits during the year the sum of Rx. 100,645 as surplus profits, while Government, although nominally entitled to share equally with the Company, sustained a loss of Rx. 169,397. The Madras Railway received surplus profits of Rx. 8,597, while the loss to Government amounted to Rx. 253,652.

59. In the following statement the results to the State of the working of these railways for the last five years are exhibited :—

GAIN OR LOSS (+ OR -).

RAILWAYS.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.
	Rx.	Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula . . . . .	-418,409	-1,022,715	-732,933	-937,757	-862,945
Bombay, Baroda and Central India . . . . .	+22,988	-19,010	+57,088	-135,975	-169,397
Madras . . . . .	-349,513	-462,413	-357,099	-336,638	-253,652
TOTAL . . . . .	-744,934	-1,504,138	-1,032,944	-1,410,370	-1,285,994

Notwithstanding the serious falling off in Earnings, the loss to the State was less than in 1896-97 owing to reduced charges for surplus profits and interest.

60. The following statement shows the total amount paid on account of guaranteed interest to each of the Guaranteed Railway Companies still in existence on 31st March 1898, the net Revenue of the several lines to the 31st of December 1897, appropriated towards the repayment of that amount and the balance. For the purposes of this statement, the net revenue and the guaranteed interest paid in India are converted at the contract rates of exchange. The amounts shown as guaranteed interest paid in England represent true sterling :—

RAILWAYS.	GUARANTEED INTEREST ADVANCED TO 31st MARCH 1898.			Aggregate of net revenue balances for the several half-years to 31st December 1897, inclusive—less moieties of surplus profits repaid to Companies.	Net amount advanced.
	In England.	In India.	TOTAL.		
	£	£	£	£	£
Great Indian Peninsula . . . . .	39,456,281	481,030	39,937,311	36,199,305	3,738,006
Bombay, Baroda and Central India . . . . .	13,825,795	101,837	13,927,632	13,082,159	845,473
Madras . . . . .	18,678,818	5,595	18,679,413	10,374,219	8,305,194
TOTAL . . . . .	71,955,894	588,462	72,544,356	59,655,683	12,888,673



## SECTION C.

## SUBSIDIZED COMPANIES.

(Major heads XXVIII and 40.)

61. The transactions in connection with subsidized railways which appear in the Government accounts under the heading Subsidized Companies represent—

Under *Revenue*, Head XXVIII.—Repayments of advances of interest.

Under *Expenditure*, Head 40—Cost of land supplied free, subsidies paid and advances of interest.

(i) *Repayments of Advances of Interest.*

62. The amounts credited as Revenue under this head comprise repayments of advances of interest by the Rohilkhund-Kumaon Railway Company and by the Mysore Durbar on account of the Mysore Railway.

63. In the case of the Rohilkhund-Kumaon Railway, the State advanced interest at the rate of 4 per cent. per annum on the Company's share capital while the line was under construction. In consideration of this payment the State is entitled, under the terms of the contract, to a moiety of any surplus earnings, after meeting working expenses, interest on borrowed capital, if any, and a sum sufficient to pay a dividend at the rate of 5 per cent. per annum on the Company's share capital, until such time as the interest advanced by the Secretary of State, together with interest thereon at the rate of 4 per cent. per annum, shall have been repaid. The following is a summary of the advances and repayments of interest:—

YEAR.	Advances.	REPAYMENTS.	
		England.	India.
	Rx.	Rx.	Rx.
1882-83 . . . . .	432	...	...
1883-84 . . . . .	4,667	...	...
1884-85 . . . . .	7,986*	...	...
1885-86 . . . . .	...	...	119
1886-87 . . . . .	...	...	82
1889-90 . . . . .	...	91	...
1890-91 . . . . .	...	975	...
1891-92 . . . . .	...	1,427	...
1897-98 . . . . .	...	1,979	...
TOTAL . . . . .	13,085	4,472	151

64. The payment by the Mysore Durbar on account of the Mysore State Railway represents the net charge for interest paid by Government to the Southern Mahratta Railway Company in connection with the Mysore Railway. The Secretary of State, acting on behalf of the Mysore State, has guaranteed the interest on the capital raised by the Southern Mahratta Railway Company for the construction of the Mysore Railway, and the Durbar makes good the excess of interest over net revenue, and will receive any excess of net revenue over interest charges. The receipts and working expenses and interest charges of the Mysore Railway are recorded in the Government accounts under their respective Railway heads, and the recovery from the Mysore Durbar of the net

\* Interest (£295) realised from investment of funds deposited by the Company for a fixed period has been taken in reduction of advances.

amount of interest only (*i.e.*, interest on capital expended *minus* net receipts) is credited under this head.

65. The amount recovered from the Mysore Durbar during 1897-98 was Rx. 12,990 arrived at as under :—

	Rx.
Interest on capital . . . . .	75,030
Less—Charge borne by Government for interest on the unexpended balance of the capital retained in their hands . . . . .	5,405
	<hr/>
Net receipts . . . . .	69,625
	<hr/>
Net charges for interest recovered from the Mysore Durbar . . . . .	12,990
Compared with, for 1896-97 . . . . .	24,052
"    "    1895-96 . . . . .	25,252
"    "    1894-95 . . . . .	41,694
"    "    1893-94 . . . . .	34,054
"    "    1892-93 . . . . .	17,883

(ii) *Land, Subsidies and Advances of Interest.*

66. The charges for land, subsidies and advances of interest are borne partly by Imperial and partly by Provincial revenues. The items falling on the Imperial Government are charges for land, provided free of cost under the terms of the contracts, in connection with the railways mentioned in the following paragraph.

67. The charges debited to Imperial Funds during 1897-98 were :—

	Rx.
Brahmaputra-Sultanpur Railway (Land charges) . . . . .	2,482
Mymensing-Jamalpur Railway (    "    ) . . . . .	5,815
South Behar Railway (    "    ) . . . . .	27,362
Segowlie-Raksaul Railway (    "    ) . . . . .	4,158
Bengal and North-Western Railway (    "    ) . . . . .	58,730
Southern Punjab Railway (    "    ) . . . . .	1,956
Nilgiri Railway (    "    ) . . . . .	1,037
Ahmedabad-Parantij Railway (    "    ) . . . . .	10
Barsi-Pandharpur-Sangola Railway (    "    ) . . . . .	752
Tapti Valley Railway (    "    ) . . . . .	1,275
	<hr/>
TOTAL . . . . .	108,577

68. The charges borne by the Provincial Governments are :—

*Assam.*—An annual subsidy, payable to the Assam Railways and Trading Company, Limited, on account of the Dibru-Sadiya Railway, of such amount—subject to a maximum of Rs. 1,00,000—as, together with net earnings of the Railway, shall be sufficient to yield a return of 5 per cent. per annum on Capital outlay; and a share of the pay and allowances of the Examiner of Public Works Accounts, Assam. This subsidy will cease to be payable after 30th June 1905.

*Bengal.*—Charges for land which has, under the terms of the contracts, to be provided free of cost to the Tarkessur, Dooars, and Deoghur Railways.

69. The amount debited against Provincial revenues during 1897-98 was—

	Rx.
Dibru-Sadiya Railway (Subsidy and audit) . . . . .	10,183

70. The total charges in connection with each line to the close of 1897-98 will be found in the statement attached to this note as Schedule D.



*Comparison with Actuals of 1896-97 and the Budget and Revised Estimates.*

71. The actual receipts during the year under head XXVIII compare with the actuals of 1896-97 and the Budget and Revised Estimates as under:—

	Actuals, 1897-98.	REVISED ESTIMATE.		BUDGET ESTIMATE.		Actuals, 1896-97.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
XXVIII.—SUBSIDIZED COMPANIES.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Rohilkhund-Kumaon . . . . .	1,979	2,000	—21	...	+1,979	...
Mysore . . . . .	12,990	10,800	+2,690	28,700	—15,710	24,052
TOTAL . . . . .	14,969	12,800	+2,669	28,700	—13,731	24,052

72. No provision was made in the Budget Estimate on account of the Government share of surplus earnings of the Rohilkhund-Kumaon Railway for the year 1896 owing to there having been unsettled questions which affected the amount of that share. In the Revised Estimate, however, provision was made for the amount payable by the Rohilkhund-Kumaon Railway Company in settlement of the Government share of the surplus profits of that railway to end of the year 1895 in reduction of the Company's debt for advances of interest.

The difference between the actuals and the Budget Estimate of the repayment by the Mysore Durbar was due chiefly to the net receipts of the Mysore Railway being more favourable than was anticipated.

73. The actual expenditure during the year under head "40" compares with the actuals of 1896-97 and the Budget and Revised Estimates as under:—

	Actuals, 1897-98.	REVISED ESTIMATE.		BUDGET ESTIMATE.		Actuals, 1896-97.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
40.—SUBSIDIZED COMPANIES—	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Imperial . . . . .	103,577	100,600	+2,977	226,100	—122,523	74,957
Provincial . . . . .	10,183	10,200	—17	10,100	+83	10,063
TOTAL . . . . .	113,760	110,800	+2,960	236,200	—122,440	85,020

74. The increase as compared with the actuals of the previous year was due chiefly to larger payments on account of land acquired for the extensions of the Bengal and North-Western Railway and for new branch lines which were undertaken towards the close of the previous year or during the course of the year 1897-98.

75. The principal variations under *Imperial* as compared with the actuals of the previous year and with the Budget and Revised Estimates occurred on the following lines:—

*Mymensing-Jamalpur and Brahmaputra-Sultanpur Railways.*—The lapses as compared with the Budget Estimate were due to delay in settling claims for compensation and other difficulties experienced by the land acquisition officers.

*South Behar Railway.*—The increase as compared with actuals of previous year was due to compensation for land actually taken up during 1896-97 having been paid during 1897-98, owing to disputes. The excess as compared with the Budget Estimate was due to higher rates than were anticipated having been awarded as compensation for land acquired.

*Segowlie-Raksaul Railway.*—The excess as compared with the Budget Estimate was due to land which it was expected would be taken up in the previous year having been acquired and paid for during the year under review.

*Bengal and North-Western Railway.*—The increase as compared with the actuals of the previous year was due to large payments having been made during 1897-98 on account of land acquired for the Ganges-Gogra-Doab lines. The lapse as compared with the Budget Estimate was due to no outlay having been incurred in the Azamgarh district and to smaller outlay in the Benares district. The excess as compared with the Revised Estimate was due to larger outlay than anticipated in the Azamgarh, Ballia and Ghazipur districts.

*Hardwar-Dehra Railway.*—The funds provided to meet the cost of land to be taken up for this Railway were not utilised during the year.

*Barsi-Pandharpur-Sangola Railway.*—A sum of Rs. 13,000 was allotted during the course of the year under the head "41.—Miscellaneous Railway Expenditure" to meet outlay on land to be acquired for this Railway. Towards the close of the year, however, the construction of the line was taken up by the Barsi Light Railway Company when the grant under head 41 was withdrawn and an allotment of Rs. 10,000 made under this head. The expenditure incurred amounted to Rs. 752.

*Tapti Valley Railway.*—The lapse as compared with the Budget Estimate is attributed to the alignment for the line having been changed. The lapse as compared with the Revised Estimate is said to be the result of famine and plague, which had a depressing influence on operations of all kinds in the Bombay Presidency.



## SECTION D.

## 41.—MISCELLANEOUS RAILWAY EXPENDITURE.

## 76. Expenditure recorded under this head covers:—

- (a) Outlay on surveys.
- (b) Surplus establishment and miscellaneous charges.
- (c) Establishment of the Director of Railway Construction (share of).
- (d) Port Store-keepers' establishment.
- (e) Abt material and engine suspense account.
- (f) Land charges in connection with Native States Railways.
- (g) Watch and ward charges in connection with the Frontier Railway Reserve material.

During the year under review the expenditure incurred in taking up land for the Meiktila-Myingyan, Sakri-Jainagar and Bettiah-Bagaha Railways undertaken for famine relief purposes was also charged to this head.

## 77. At the commencement of the year 1897-98 the following surveys were in hand:—

*Imperial.*

Ranaghat-Bhagwangola-Raiganj.  
Singhia-Madaripur-Chandpur.  
Sakri-Jainagar and Bairagnia-Bagaha.  
Sukkur-Shikarpur.  
Ludhiana-Dhuri-Jakhali.

*Provincial.*

Barsi-Pandharpur-Sangola.

## 78. During the year the following amounts were recovered from the Companies, etc., noted below, and were credited to this head:—

	Rx.
From the Kashmir Durbar on account of expenditure incurred on the Kashmir Railway Survey . . . . .	7,674
From the Bengal-Nagpur Railway Company on account of expenditure incurred on the Mahanadi Bridge . . . . .	2,890
From the Bengal-Nagpur Railway Company on account of expenditure incurred on the Cuttack-Midnapur-Calcutta Railway Survey . . . . .	19,206
From the East Indian Railway Company on account of expenditure incurred on the Benares-Puri Survey . . . . .	3,295
From the East Indian and Bengal-Nagpur Railway Companies on account of expenditure incurred on the Moghal Serai-Howrah Railway Survey . . . . .	7,306
From the sale of engines, etc., from the Abt material and engine suspense account . . . . .	11,782
From the Madras Railway Company on account of expenditure incurred on the Cannanore-Calicut Survey . . . . .	3,090
<b>TOTAL . . . . .</b>	<b>55,243</b>

The recoveries from Companies, detailed above, were on account of outlay incurred by Government on surveys which, on construction being undertaken by a Company, is brought on to the capital account of the line concerned. The credit against the Abt material and engine suspense account represents the gross value of engines, etc., sold to the North Western Railway. The depreciation in cost has, under the orders of Government, been debited to miscellaneous charges.

## 79. During the year the undermentioned surveys were undertaken by the Imperial Government:—

*Satpura Railway Survey.*—A survey for a line on a 2-foot gauge from Gondia, on the Bengal-Nagpur Railway, to Jubbulpore, with branches to Mandla on the east, and to Seoni and Chindwara on the west, a total length of about 220 miles at an estimated cost of Rs. 65,751.

*Kaunia-Dhubri-Gauhati Survey.*—A survey for a line of railway on the metre gauge from Dhubri to Gauhati in extension of a proposed branch from Mogalhat on the Kaunia-Dharila branch to Dhubri on the Brahmaputra. This would form part of the main route from the North-Western Provinces and Behar to Assam. Estimated cost Rs. 56,050.

*Midnapur-Jheriah and Ranchi Plateau Surveys.*—A location survey for a standard gauge railway from near Midnapur, through Bankura, Khorbuna and Adra to the Jheriah coal-fields and from Khorbuna to Chatatand, a distance in all of 167 miles; and a detailed survey for a standard gauge line from Chatatand on the Adra-Jheriah alignment, to some point on the proposed Palamow-Sini line, a length of 115 miles, and a reconnaissance for a 2-foot gauge line from Sori to Arinri and Lohardagga with a branch to Banchi, a distance of 80 miles. Estimated cost Rs. 1,24,750.

*Baran-Daltonganj Survey.*—A survey for a line, 82½ miles in length, from Baran on the Moghal Sarai-Gya extension of the East Indian Railway which is now under construction, *via* the east bank of the Soane River to Daltonganj at an estimated cost of Rs. 40,900.

*Kissenganj-Kotehandpur-Magura Survey.*—A survey for a branch on a 2' 6" gauge from Shibnibash (Kissenganj Bazar), *via* Kotehandpur to Magura, a distance of 51½ miles, at an estimated cost of Rs. 6,642.

*Nowshera-Dargai Survey.*—A survey of a 2-foot gauge railway from Nowshera to Dargai, a distance of about 42 miles, at an estimated cost of Rs. 17,492.

*Rewari-Kuchaman Survey.*—A survey of a chord line to the Rajputana-Malwa Railway from Rewari to Phulera with a branch to Kuchaman Road, which is the junction between the Jodhpore Railway and the Sambhar branch of the Rajputana-Malwa Railway. Estimated cost Rs. 38,259.

*Shoranur-Cochin Survey.*—A survey for the final location of a railway from Shoranur to Cochin, a distance of about 73 miles, at an estimated cost of Rs. 20,206.

*Vizianagram-Raipur Survey.*—An investigation of the country between Raipur, on the Bengal-Nagpur Railway, and Vizianagram, on the East Coast State Railway, had been carried out to a certain extent during the years 1883–85, but the project remained in abeyance until this year, when arrangements were made for a further examination of the alignment. The distance from Raipur to Vizianagram is 304 miles, the estimated cost of the further survey being Rs. 1,29,743.

*Bombay-Sind Connection Survey.*—A survey of a line of railway on the standard gauge between Moghal Bhin in Sind and Bhuj in Cutch, crossing the Khori creek at Lakhpat in Cutch, a distance approximately of 130 miles, at an estimated cost of Rs. 60,539.

80. A sum of Rx. 249 was expended during the year on the Barsi-Pandharpur-Sangola Survey by the Bombay Government from Provincial funds towards the close of the previous year. The work undertaken during the year under review comprised the extension of the projected line from Barsi to Latur. Expenditure to the extent of Rx. 505 was incurred from Provincial funds, Burma, on surveying a line of railway from Meiktila to Myingyan.

81. The net total expenditure incurred during the year 1897-98 amounted to Rx. 16,229 as under:—

	Rx.
Imperial . . . . .	15,475
Provincial . . . . .	754
	<hr/>
	16,229
	<hr/>

The Imperial outlay includes the following:—

	Rx.
Outlay on surveys . . . . .	35,932
Surplus establishment and miscellaneous charges . . . . .	8,804
Establishment of the Director General of Railways (share of) . . . . .	15,332
Port Store-keepers' Establishment . . . . .	2,039
Land charges in connection with Native States Railways . . . . .	497
Watch and ward charges in connection with the Frontier Railway Reserve material . . . . .	619
Land for railways undertaken for famine relief purposes . . . . .	7,495
Abt material and engine suspense account . . . . .	—11,782
Recoveries from Companies, etc., on account of outlay incurred by Government on Surveys . . . . .	—43,461
	<hr/>
TOTAL . . . . .	15,475
	<hr/>

82. Details of the outlay on surveys will be found in the statement attached to this review as Schedule E.



83. The items debited during 1897-98 under "Surplus Establishment and Miscellaneous charges" were—

	Rx.
<b>Surplus Establishment—</b>	
Leave allowances (other than privilege leave) of pensionable employes of the Rajputana-Malwa Railway . . . . .	829
Other Leave Allowances . . . . .	2,421
Salaries and travelling allowances . . . . .	1,167
<b>Miscellaneous Charges—</b>	
Bonus to Provident Institution for officers and clerks in Railway offices, 50 per cent. bonus on deposits . . . . .	288
Rent of land at Howrah . . . . .	73
Cost of addition of another compartment to His Excellency the Commander-in-Chief's Saloon No. 50 . . . . .	306
Difference in value of 2 Abt engines of the North Western Railway . . . . .	3,582
Other items . . . . .	138
<b>TOTAL</b> . . . . .	<b>8,804</b>

84. The amount debited to this head on account of the establishment of the Director General of Railways represents half the fixed monthly charge of Rs. 21,000 debited by the Civil Department, under the authority of Public Works Department Resolution No. 6125, dated 9th November 1888, and half the actual salary and travelling allowances of the Consulting Engineer to the Government of India for State Railways. The other moiety of these charges is debited to the Major head "39.—Guaranteed Companies—Land and Supervision."

85. The amount shown under Port Store-keeper's Establishment represents—

	Rx.
(1) The cost of the Port Store-keeper's Office at Calcutta . . . . .	1,908
(2) Establishment entertained by the Marine Store-keeper, Bombay, in connection with the local purchase of stores for State Railways . . . . .	131
<b>TOTAL</b> . . . . .	<b>2,039</b>

*Comparison with Actuals of 1896-97 and the Budget and Revised Estimates.*

86. The actual outlay during the year under "41.—Miscellaneous Railway Expenditure" compares with the actuals of 1896-97 and with the Budget and Revised Estimates as under :—

HEAD OF ACCOUNT.	Actuals, 1897-98.	REVISED ESTIMATE.		BUDGET ESTIMATE.		Actuals, 1896-97.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
41.—Imperial . . . . .	15,475	22,800	—7,325	60,000	—44,525	63,690
41.—Provincial . . . . .	754	800	—46	...	+754	211
<b>TOTAL</b> . . . . .	<b>16,229</b>	<b>23,600</b>	<b>—7,371</b>	<b>60,000</b>	<b>—43,771</b>	<b>63,901</b>

87. The lapse under *Imperial* as compared with the Budget Estimate was due to the recoveries from Companies detailed in paragraph 78 above; these were not fully allowed for in the Budget Estimate.

SECTION E.

STATE RAILWAYS—CONSTRUCTION EXPENDITURE.

Major heads 34, 37, 48 and 51.

88. At the beginning of the year under review the following railways or sections were under construction :—

	Miles.	Miles.
<i>By State Agency—</i>		
North Western Railway—		
Lyallpur to Khanewal . . . . .	105	
Roumia to Basal (new Pind-Sultani) . . . . .	25	
Laugar to Mari . . . . .	55	
Kotri to Hyderabad (Sind) . . . . .	5½	
	—	190½
Rae Bareli to Benares Cantonment . . . . .		138½
Eastern Bengal Railway—		
Belgachia to the Ganges . . . . .	2½	
Panchooria to the Ganges . . . . .	5½	
Panchooria to Faridpur . . . . .	14½	
Bhydea Junction to Borat . . . . .	3½	
	—	25½
Bezwada-Madras Railway (Ennur-Bezwada section)—		
Ennur to Gudur . . . . .	74½	
Nellore to Tadepalli . . . . .	155½	
	—	230½
Cawnpore-Burhwal (metre-gauge link) . . . . .		45
<i>By the Agency of Companies—</i>		
East Indian Railway extension (Moghal Sarai-Gya) . . . . .		126½
Tirhoot Railway extensions—		
Hajeeapore to Begamsarai . . . . .	44½	
Garhara to Katihar . . . . .	116½	
	—	161
Bengal and North-Western Railway extensions . . . . .		270½*

89. During the course of the year, construction was commenced on the following new lines and extensions :—

	Miles.	Miles.
<i>East Indian Railway—</i>		
Hathras Road to Hathras City . . . . .		5½
<i>East Coast Railway—</i>		
Rajmundry to Kovur . . . . .	4½	
Temporary Puri Station to new Puri Station . . . . .	1½	
	—	6½
<i>Bengal and North-Western Railway, Company's Section—</i>		
Ganges-Gogra-Doab lines—		
Azamgarh to Shahganj . . . . .		33*
<i>Eastern Bengal Railway—</i>		
Teesta Bridge at Kaunia and approaches . . . . .	4½	
Alipur to Jhainti (Cooch Behar-Santrabari extension—		
British section) . . . . .	20	
	—	24½
<i>Shadipalli-Balotra Railway (British section)—</i>		
Hyderabad (Sind) to Jodhpore frontier . . . . .		71½

90. In the Budget Estimate a sum of Rx 5,845,900 was provided for Capital expenditure on State Railways as under :—

	Rx.
34.—Construction of Protective Railways . . . . .	...
37.—Construction of Railways (charged against Revenue in	
addition to that under Famine Insurance) . . . . .	7,300
48.—State Railways—Construction . . . . .	5,838,600
	—
TOTAL . . . . .	5,845,900

\* The expenditure on these extensions is met from Company's Capital.



and this sum was distributed for expenditure as follows :—

	Rx.
For outlay in England (treated as final charges in the Home accounts) . . . . .	1,078,000
For outlay in India . . . . .	4,056,400
„ Exchange . . . . .	711,500
<b>TOTAL</b> . . . . .	<b>5,845,900</b>

91. The allotments to lines were as below :—

	Rx.
<i>By State Agency—</i>	
* Shadipalli-Balotra . . . . .	90,000
* Agra-Muttra-Delhi Chord . . . . .	275,200
Godavari Bridge . . . . .	185,000
East Coast, including Bezwada extension . . . . .	65,000
Open lines, including stores . . . . .	372,300
Lyallpur-Khanewal . . . . .	80,000
Wazirabad-Lyallpur . . . . .	10,000
* Bhatinda-Ferozepore (conversion) . . . . .	90,000
Mari-Attock . . . . .	300,000
Rungpur-Dhubri . . . . .	50,000
Kotri-Rohri . . . . .	200,000
Rajbari-Faridpur . . . . .	80,000
Rae Bareli-Benares . . . . .	432,500
Bezwada-Madras, Ennur-Bezwada section . . . . .	800,000
Southern Punjab, Rolling stock . . . . .	222,300
<b>TOTAL</b> . . . . .	<b>3,252,300</b>
<i>By Agency of Companies—</i>	
Hajipur-Katihar extensions . . . . .	600,000
Assam-Bengal { Land . . . . .	50,000
Construction . . . . .	1,280,000
Open lines . . . . .	1,298,900
<b>TOTAL</b> . . . . .	<b>3,228,900</b>
Total specially allotted . . . . .	6,481,200
Indents thrown forward . . . . .	26,000
	<b>6,507,200</b>
<i>Add—</i>	
Reserve { East Indian Railway . . . . .	150,000
Other lines . . . . .	50,100
	<b>200,100</b>
<b>TOTAL</b> . . . . .	<b>6,707,300</b>
<i>Deduct—</i>	
Amount available from debentures raised by East Indian Railway Company . . . . .	662,100
Provision for expenditure in England on Assam-Bengal Railway to be dealt with under Section S . . . . .	199,500
	<b>861,400</b>
<b>GRAND TOTAL</b> . . . . .	<b>5,845,900</b>

92. During the course of the year, however, it was found necessary to restrict expenditure on the construction of railways to the extent of Rx. 1,000,000 owing to the depletion of the cash balances, which was consequent on the prevalence of famine. Owing to the disturbance of working arrangements while the engineering strikes in England affected very materially the expenditure in that country on stores, the consequence was that a large lapse had to be

\* These amounts were held in reserve with the Government of India against the provision in the forecast pending sanction to the construction of the lines.

provided for, and the Revised Estimate was therefore prepared for Rx. 3,908,100 or Rx. 1,937,800 less than the provision made in the Budget Estimate.

The raising of debentures to the extent of £297,750 by the Assam-Bengal Railway Company during the course of the year under review instead of in the previous year as originally anticipated caused a further disturbance in the programme of expenditure.

93. The amount of the Revised Estimate, *viz.*, Rx. 3,908,100, was provided as follows:—

	Rx.
34.—Construction of Protective Railways . . . . .	...
37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance) . . . . .	4,700
48.—State Railways—Construction . . . . .	3,903,400
<b>TOTAL</b>	<b>3,908,100</b>

and was distributed for expenditure as under:—

	Rx.
For outlay in England . . . . .	827,700
„ „ India . . . . .	2,616,900
„ Exchange . . . . .	463,500
<b>TOTAL</b>	<b>3,908,100</b>

94. The actual outlay amounted to Rx. 3,635,797 as under:—

	Rx.
In England . . . . .	809,010
„ India . . . . .	2,371,217
Exchange . . . . .	455,570
<b>TOTAL</b>	<b>3,635,797</b>

resulting in a lapse of Rx. 2,210,103 on the Budget Estimate, and a lapse of Rx. 272,303 on the Revised Estimate of the year. Compared with the Revised Estimate, the Actuals in India and in England are as follows:—

	Revised Estimate.	Actuals.	ACTUALS.	
			More.	Less.
	Rx.	Rx.	Rx.	Rx.
England . . . . .	827,700	809,010	...	18,690
India . . . . .	2,616,900	2,371,217	...	245,683
Exchange . . . . .	463,500	455,570	...	7,930
<b>TOTAL</b>	<b>3,908,100</b>	<b>3,635,797</b>	<b>...</b>	<b>272,303</b>

95. The distribution of the outlay of the year by finance heads is as under:—

	Rx.
34.—Construction of Protective Railways . . . . .	...
37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance) . . . . .	3,792
48.—State Railways—Construction . . . . .	3,632,005
<b>TOTAL</b>	<b>3,635,797</b>

96. No expenditure was incurred during the year in connection with the redemption of liabilities.



*Comparison with the Budget and Revised Estimates.*

97. In the statement attached to this review as Schedule F will be found full details of the expenditure of the year compared with the Budget and Revised Estimates, and showing the details of classification by Fund heads. The following is a general abstract :—

RAILWAYS.	Actuals, 1897-98.	BUDGET ESTIMATE.		REVISED ESTIMATE	
		Estimates.	Actuals + more or — less.	Estimates.	Actuals + more or — less.
	Rx.	Rx.	Rx.	Rx.	Rx.
<i>Expenditure by State Agency.</i>					
Open lines *	539,901	692,200	—152,299	611,600	—71,699
Rungpur-Dhubri	10,847	50,000	—39,153	12,800	—1,953
Kotri-Rohri	107,151	(a) 211,000	—103,849	118,500	—11,349
Rajbari-Faridpur	54,556	80,000	—25,444	26,700	+27,856
Rae Bareli-Benares	443,711	432,500	+11,211	442,500	+1,211
Cooch Behar-Santrabari	7,722	...	+7,722	5,000	+2,722
Agra-Delhi Chord	3,029	...	+3,029	3,000	+29
Mari-Attock	245,435	300,000	—54,565	264,900	—19,465
Indus Bridge	70,676	(a) ...	+70,676	91,400	—20,724
Bezawada-Madras, Ennur-Bezawada section	696,916	800,000	—103,084	696,600	+316
Lyllpur-Khanewal	124,722	80,000	+44,722	130,000	—5,278
Godavari Bridge	136,492	185,000	—48,508	138,700	—2,208
Stores (fluctuations in reserve) and stores in transit	—87,263	—7,600	—79,663	1,600	—88,863
Jullundur-Hoshiarpur	—138	...	—138	—100	—38
Ludhiana-Ferozepore	577	...	+577	600	—23
Shadipalli-Jodhpore Frontier	799	...	+799	2,500	—1,701
TOTAL	2,355,133	2,823,100	—467,967	2,546,300	—191,167
<i>Expenditure by Agency of Companies.</i>					
Open lines	1,130,217	1,298,900	—168,683	1,131,300	—1,083
Assam Bengal (Construction)	662,678	1,080,700	—418,022	649,700	+12,978
" (Land)	21,585	50,000	—28,415	61,500	—39,915
Hajipur-Katihar extensions	446,868	600,000	—153,132	500,000	—53,132
TOTAL	2,261,348	3,029,600	—768,252	2,342,500	—81,152
Reserve	...	655,300	—655,300	...	...
Deduct—Amount provided for Capital outlay on East Indian Railway by the issue of sterling debentures	980,684	662,100	+318,584	980,700	—16
GRAND TOTAL	3,635,797	5,845,900	—2,210,103	3,908,100	—272,303
<i>Distributed as under :—</i>					
England	809,010	1,078,000	—268,990	827,700	—18,690
India	2,371,217	4,056,400	—1,685,183	2,616,900	—245,683
Exchange	455,570	711,500	—255,930	463,500	—7,930
TOTAL	3,635,797	5,845,900	—2,210,103	3,908,100	—272,303

\* Includes Frontier Railway Reserve material.  
(a) Includes provision for Indus Bridge.

## BUDGET ESTIMATE.

98. The more important variations from the Budget Estimate are explained below :—

*State Agency.*

*Open lines.*—The actuals fell short of the Budget Estimate by Rx. 152,299, the principal variations being as follows :—

- A lapse on the Warora Colliery due chiefly to the value of machinery sold to the East Indian Railway during 1896-97 having been realised during the year under review.
- A lapse on the Oudh and Rohilkhand Railway attributed chiefly to the restriction of expenditure; to delay in the supply of material from England, and to sales of surplus stores.
- A lapse on the North Western Railway due to the restriction of expenditure; to fluctuations in the suspense balances, and to short outlay on English stores.
- An excess on the Eastern Bengal State Railway due to increased expenditure for doubling the line from Ranaghat to Poradaha; to expenditure incurred on works at Pachooria, Lalgola, Chitpore and Naihati, and to an increase in the English cost of additional rolling stock obtained for the open line.

*Lines under construction.*—The actuals fell short of the Budget Estimate by Rx. 315,668. The principal variations on individual lines were :—

- A lapse on the Rungpur-Dhubri Railway (Teesta Bridge) due to the construction of the bridge not having been commenced as early as was originally intended.
- A lapse on the Rajbari-Faridpur Railway due to construction operations not having been pushed on to the extent anticipated in the Budget Estimate.
- A lapse on the Mari-Attock Railway due mainly to the restriction of expenditure.
- A lapse on the Bezwada-Madras Railway due to short outlay under Ballast and Permanent-way; to the postponement of some of the works under Stations and Buildings; to the non-arrival of engines, and to delay in the erection of carriage and wagon stock by the Madras Railway.
- The Budget Estimate of the Kotri-Rohri Railway provided for expenditure both on that railway and on the Indus Bridge. The Kotri-Rohri Railway was, however, transferred to the management of the North Western Railway during the year and the necessary separation of the grant was effected. Compared with the provision made in the Budget Estimate for expenditure on the Indus Bridge, the actuals shew a lapse which is attributed chiefly to the non-arrival of girders from England.
- A lapse on the Godavari Bridge due chiefly to short expenditure on English stores.
- A lapse under Stores transactions due to a reduction in the balances; stores paid for during 1896-97 having been invoiced and passed on to lines during the year under review.
- An excess on the Rai Bareli-Benares Railway attributable partly to a too sanguine estimate of probable savings, partly to short outlay under certain heads in the previous year, and to some extent to additional works having been found necessary. The excess would have been larger but for a large saving under Rolling-Stock due to delay in the supply of engines from England.
- Construction operations were started during the course of the year on the British sections of the Shadipalli-Jodhpore Frontier and Cooch Behar-Santrabari Railways. No provision for these lines was made in the Budget Estimate.



An excess on the Lyallpur Khanewal Railway due to the purchase of sleepers and permanent-way materials from the North Western Railway, provision for which was not made in the Budget Estimate.

*Companies' Agency.*

*Open lines.*—The actuals fell short of the Budget Estimate by Rx. 168,683. The principal variations on individual lines were as under :—

A lapse on the Rajputana-Malwa Railway due to short expenditure on new works at Cawnpore and to the transfer of expenditure on works at Ujjain to the Nagda-Ujjain and Ujjain-Bhopal Railways; to the provision made for certain works under Stations and Buildings not having been utilised owing to some of the works having been deferred, and to the want of Government sanction for others, and to short outlay on menials' quarters at Mhow and junction arrangements at Ujjain Station owing mainly to restriction of expenditure; to credits for locomotive and carriage and wagon stock sold to the Mombassa-Uganda and Hyderabad-Godavari Valley Railways, and to fluctuations in the suspense accounts.

The balances in the suspense accounts of the Burma Railways on the 31st August 1896 (the date from which the lines were transferred to a Company) which were at first treated as Government capital outlay were under the orders of Government transferred during the year to the Company's capital account, the result being a credit of Rx. 175,714 under head 48.—State Railways—Construction. This credit was not provided for in the Budget Estimate.

A lapse on the Tirhoot State Railway attributed chiefly to the over-estimates and to English stores for the erection of 13 F class engines not having been received.

A lapse of Rx. 80,127 on the South Indian Railway due chiefly to the postponement of several large works, and to short outlay on English stores.

A lapse on the Dhond and Manmad Railway chiefly under Bridge-work, Fencing, and Stations and Buildings due to the provision made for building return walls to bridges from Ahmednagar to Kopargaon not having been put in hand as the work was not sanctioned; to the provision made for fencing 25½ miles not having been utilised as the work is kept in abeyance till completion of the connection with the Godavari Valley Railway at Manmad, and to the provision made for unforeseen works under Stations and Buildings having been surrendered.

No outlay was incurred on the Wardha Coal State Railway during the year, the provision made for strengthening bridges and staff quarters having been surrendered owing to the works not having been sanctioned.

An excess of Rx. 239,420 on the East Indian Railway due chiefly to large purchases of sleepers towards the close of the year; to smaller issues to Revenue of permanent-way materials for renewals, and to an increase in the stock of pig iron for manufacturing operations. The excess is also partly accounted for by increased outlay on the Moghal Sarai-Gya extension and by the charge for commission on debentures which was not provided for in the Budget Estimate.

*Lines under construction.*—The actuals fell short of the Budget Estimate by Rx. 599,569. The causes which led to the deviation from the Budget Estimate are explained below :—

In the Budget Estimate of the Assam-Bengal Railway a sum of Rx. 1,280,000 was provided to meet the estimated expenditure on the line during the year. Of this sum Rx. 1,080,700 was provided from Government funds and the balance Rx. 199,300 against Company's capital and debentures. The debentures, amounting to £300,000 (actual amount received £297,750), which the Company

was expected to raise in March 1897, were not paid to the Secretary of State until 1897-98. The total outlay on the Railway during the year amounted to Rx. 1,160,831, of which Rx. 498,153, representing for the equivalent of the debentures referred to above was accounted under the head, "Capital account of Indian Railway Companies", and only the difference, Rx. 662,678, charged against Government funds in accordance with the terms of clause 43 of the contract. Compared with the total provision made in the Budget Estimate, there was a lapse of Rx. 119,169 which is attributed partly to the restriction of expenditure during a portion of the year, and partly to over-estimates.

The lapse on the provision made for land for the Assam-Bengal Railway was due to the Land Acquisition Officer having over-estimated his requirements.

The lapse on the Hajipur-Katihar extensions is attributed to the alignment of the line from Kosi to Katihar not having been finally settled.

#### REVISED ESTIMATE.

99. Compared with the Revised Estimate, the principal variations and the reasons assigned for them are briefly as follows :—

#### *State Agency.*

*Open lines.*—The actuals fell short of the Revised Estimate by Rx. 71,699. The more important variations on individual lines are as under :—

A lapse on the North Western Railway due to larger issues of stores to Revenue.

A lapse on the East Coast Railway due to shorter expenditure on English stores.

An excess on the Eastern Bengal State Railway due entirely to larger expenditure on English stores than was anticipated.

An excess on the Oudh and Rohilkhand Railway due to smaller issues of stores to Revenue, and to adjustments in connection with stock-taking.

*Lines under construction.*—The actuals were less than the Revised Estimate by Rx. 119,468.

The principal lapses were—

On the Kotri-Rohri Railway attributed to short outlay on works and on English stores.

On the Mari-Attock Railway due to smaller outlay on works than was anticipated.

On the Indus Bridge due principally to the non-arrival of girders from England.

Under Stores transactions due to the cause referred to in paragraph 98 above.

The principal excess was :—

On the Rajbari-Faridpur Railway due to the issue of a larger quantity of materials from the Eastern Bengal State Railway and to more work having been done.

#### *Companies' Agency.*

*Open lines.*—The actuals approximate closely to the Revised Estimate, the result being a small lapse of Rx. 1,083. The more important variations were as under :—

A lapse on the Tirhoot State Railway due chiefly to larger issues of stores to Revenue.

An excess on the East Indian Railway due chiefly to fluctuations in the suspense accounts owing to the causes mentioned in paragraph 98 above.



*Lines under construction.*—The actuals fell short of the Revised Estimate by Rx. 80,069, the principal variations being as under :—

A lapse on the provision made for land for the Assam-Bengal Railway, due to the Land Acquisition Officer not having been able to make awards before the close of the year up to the extent of the money placed at his disposal.

A lapse on the Hajipur-Katihar extensions due to the requirements for outlay on land having been over-estimated and to work in connection with bridges and ballast and permanent-way not having been carried out to the extent anticipated.

The Revised Estimate of the Assam-Bengal Railway was passed for a total estimated expenditure of Rx. 1,147,900, of which Rx. 649,700 was provided against Government funds, and the balance Rx. 498,200 against debentures to be raised by the Company. The actual expenditure amounted to Rx. 1,160,831 or Rx. 12,931 in excess of the Revised Estimate. This excess occurred almost entirely under Formation.

100. *Total Capital Outlay.*—The total outlay incurred on State Railways up to the end of the year has amounted to Rx. 133,302,934 as under :—

	Rx.
Indian outlay . . . . .	75,958,328
Debits to the Indian books by credits to "Expenditure in England" for value of English stores received, and other items charged off in England . . . . .	57,344,606
<b>TOTAL</b> . . . . .	<b>133,302,934</b>

the distribution being as follows :—

	Rx.
34.—Construction of Protective Railways . . . . .	6,550,931
37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance) . . . . .	6,509,831
Other expenditure on construction charged against Revenue, including exchange prior to 1884-85 . . . . .	2,358,794
48.—Capital expenditure on State Railways not charged against Revenue . . . . .	81,641,844
51.—Capital charges involved in redemption of liabilities . . . . .	33,553,451
Outlay met from debentures raised through Companies . . . . .	2,688,083
<b>TOTAL</b> . . . . .	<b>133,302,934</b>

101. Full details of the above will be found in the statement attached to this review as Schedule G.

## SECTION F.

## CAPITAL ACCOUNT OF GUARANTEED COMPANIES.

102. Each of the Guaranteed Railway Companies has a sterling Capital. Under the respective contracts entered upon many years ago, funds required to meet expenditure in India are advanced at the fixed rate of exchange of 1s. 10d. the rupee, and advances in England when stated in Indian currency are converted at the same rate of 1s. 10d. the rupee. The figures relating to Capital expenditure in this section, where stated in sterling, represent as regards withdrawals by the Companies in England true sterling, and as regards withdrawals in India the equivalent of the rupees at the rate of 1s. 10d.; where stated in Rx., sterling has been converted into rupees at the same rate. This does not, however, apply to the capital for the Extensions of the Madras Railway to which it has been arranged that the "prescribed" rate of exchange shall be applied.

103. The following table shows the amount of Capital raised to the 31st March 1898 :—

	SHARE CAPITAL.		DEBENTURES.		DEBENTURE STOCK.		CAPITAL NOT BEARING INTEREST.		TOTAL.
	India.	England.	Nominal amount.	Cash received.	Stock represented.	Cash received.	India.	England.	
	£	£	£	£	£	£	£	£	
Great Indian Peninsula	496,897	19,503,103	2,970,900	2,963,507	2,701,450	2,475,559	74,929	218,520	25,732,515
Bombay, Baroda and Central India	21,672	7,528,628	1,937,900	1,934,580	...	...	...	29,568	9,514,448
Madras { Open line	...	10,257,630	898,000	893,219	...	...	...	12,039	11,162,888
{ Extensions	...	...	100,000	99,000	...	...	...	...	99,000
TOTAL	518,569	37,289,361	5,906,800	5,890,306	2,701,450	2,475,559	74,929	260,127	46,508,851

104. Interest on the Share Capital, Debentures, and Debenture Stock is guaranteed by the Secretary of State, the rates of interest being as under :—

		Great Indian Peninsula.	Bombay, Baroda and Central India.	MADRAS.		TOTAL.
				Open line.	Extensions.	
		£	£	£	£	£
Share Capital at 5 per cent.		20,000,000	7,550,300	8,757,670	...	36,307,970
" " 4 $\frac{3}{4}$ "		...	...	999,960	...	999,960
" " 4 $\frac{1}{2}$ "		...	...	500,000	...	500,000
Debenture Stock at 4 "		2,701,450	...	...	...	2,701,450
Debentures at 3 $\frac{1}{2}$ "		...	788,500	100,000	...	888,500
" " 3 "		1,068,800	300,000	332,700	...	1,701,500
" " 2 $\frac{3}{4}$ "		300,000	...	60,000	...	360,000
" " 2 $\frac{1}{2}$ "		1,602,100	849,400	405,300	100,000	2,956,800
TOTAL		25,672,350	9,488,200	11,155,630	100,000	46,416,180



105. The average rate of interest payable in gold on the Capital of these Guaranteed Companies is a little below 4·65 per cent. Under the contracts, the State must continue to pay interest on the Share Capital at the rates guaranteed until the contracts terminate, and is consequently unable to obtain any advantage from the increasingly easy condition of the money market. The State can now raise money at about 2½ per cent., but has to continue to pay 5 per cent. on the bulk of the Share Capital which, with the low average rate of exchange for 1897-98, is equivalent to a payment of interest at a rate of about 7·26 per cent. on the sterling Capital converted at par.

106. The following table shows the amounts withdrawn by the several Companies on Capital account up to the 31st March 1898, and the balances of Capital at their credit or overdrawals at their debit on that date :—

	Paid up Capital.	CAPITAL WITHDRAWN.			BALANCE AT	
		India.	England.	Total.	Credit.	Debit.
	£	£	£	£	£	£
Great Indian Peninsula . . .	25,732,515	5,723,841	19,940,115	25,663,956	68,559	...
Bombay, Baroda and Central India . . .	9,514,448	2,313,053	7,444,723	9,757,776	...	243,328
Madras . { Open line . . .	11,162,888	3,680,710	7,167,218	11,147,928	14,960	...
{ Extensions . . .	99,000	3,214	763	3,977	95,023	...
TOTAL . . .	46,508,851	12,020,818	34,552,819	46,573,637	178,542	213,328

or, as stated in the Indian accounts, sterling being converted into rupees at the contract rates of exchange, the figures stand as under :—

	Paid up Capital.	CAPITAL WITHDRAWN.			BALANCE AT	
		India.	England.	Total.	Credit.	Debit.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula . . .	28,071,835	6,244,189	21,752,852	27,997,041	74,794	...
Bombay, Baroda and Central India . . .	10,379,398	2,523,331	8,121,516	10,644,847	...	265,449
Madras . { Open line . . .	12,177,687	4,342,593	7,518,783	12,161,376	16,311	...
{ Extensions . . .	159,399	5,048	1,229	6,277	153,122	...
TOTAL . . .	50,788,319	13,115,161	37,694,380	50,809,541	244,227	265,449

107. The net Capital expenditure during the year on the Guaranteed Railways amounted to £399,558 as below :—

	WITHDRAWALS.			REFUNDS.			NET WITHDRAWALS.
	In India.	In England.	Total.	In India.	In England.	Total.	
	£	£	£	£	£	£	
Great Indian Peninsula . . .	369,318	425,541	794,859	654,087	700	654,787	140,072
Bombay, Baroda and Central India . . .	485,256	261,923	747,179	512,610	694	513,304	233,875
Madras . { Open line . . .	203,673	75,517	279,190	257,151	405	257,556	21,634
{ Extensions . . .	3,214	763	3,977	...	...	...	3,977
TOTAL . . .	1,061,461	763,744	1,825,205	1,423,848	1,799	1,425,647	399,558

108. The large refunds in India represent chiefly the value of stores issued to Revenue for working and maintenance which, in the first instance, are paid for from Capital funds.

*Comparison with Budget and Revised Estimates.*

109. The following table compares the actual net withdrawals during the year, with the Actuals of 1896-97, and with the Budget and Revised Estimates of 1897-98:—

	Actuals, 1897-98.	REVISED ESTIMATE.		BUDGET ESTIMATE.		Actuals, 1896-97.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
		Rx.	Rx.	Rx.	Rx.	
Great Indian Peninsula .	152,805	140,400	+ 12,405	389,700	—236,895	—51,638
Bombay, Baroda and Central India . . . . .	255,137	270,000	—14,863	674,600	—419,463	288,399
Madras { Open line . . .	23,600	11,500	+ 12,100	121,800	—98,200	48,587
{ Extensions . .	6,277	16,300	—10,023	...	+ 6,277	...
TOTAL .	437,819	438,200	—381	1,186,100	—748,281	285,348

110. The increase in the actuals as compared with those of the previous year occurred on the Great Indian Peninsula Railway in connection with the outlay in England on stores, etc., which was nearly 25 lakhs more than in the preceding year. This increase has to a certain extent been counterbalanced by larger refunds for stores issued to revenue for repairs and renewals of carriages and wagons. The decrease as compared with the Budget Estimate in the case of all three lines was due principally to shorter outlay on stores, etc., in England. Larger receipts in India in connection with heavier consumption of stores by revenue, sales of stores to outsiders, and deposits for work to be done for outsiders contributed to the decrease to a certain extent. The difference between the Revised Estimate and the actuals is small.



## SECTION G.

(CAPITAL OF INDIAN RAILWAY COMPANIES.)

(Exclusive of the old Guaranteed Companies.)

111. The accounts reviewed in this section deal with the capital transactions of the following Railway Companies:—

- Bengal Central.
- Bengal-Nagpur.
- Indian Midland.
- Southern Mahratta.
- Mysore.
- Rohilkhund-Kumaon (Lucknow-Bareilly Section).
- Assam-Bengal.
- Burma Railways.
- \* Ahmedabad-Parantij.
- \* South Behar.
- \* Mymensingh-Jamalpur.
- \* Brahmaputra-Sultanpur.
- \* Tapti Valley.
- \* Hurdwar-Dehra.

112. The capital of these Companies (excepting those marked with an asterisk) consists partly of share capital and debentures raised by the Companies direct on guarantees by the Secretary of State, and partly of advances made by the Secretary of State from funds raised by him under the provisions of Act 51 Vict., Cap. 5. The sums thus raised and advanced to the Companies are considered as part of the Companies' capital. Interest on such advances is charged against the Railway Revenue Account and has to be met before surplus profits can be declared.

113. The financial terms of the contracts, the rates of interest guaranteed and the rates of exchange at which the capital is converted into Indian currency vary in each case. These points are briefly noted below.

114. *Bengal Central Railway*.—This line is the property of the Bengal Central Railway Company and is, merely as a matter of convenience, classed among State Railways. This Railway was originally constructed under a limited guarantee of interest at the rate of 4 per cent. per annum, while the line was under construction, such interest, together with interest thereon, being repayable out of surplus profits. A revised contract was, however, entered into, with effect from the 1st July 1885, under which the Company receives a guarantee of  $3\frac{1}{2}$  per cent. on share capital and a quarter of net earnings paid half-yearly, the claim to the repayment of interest advanced under the original contract being at the same time waived. The capital of the Company on the 1st July 1885 amounted to £750,000. The whole of this amount was practically spent by the Company before Government took over the line, and its equivalent in Indian currency is held to be Rs. 90,82,343, the expenditure in rupees as exhibited by the Company's books. The balance of the Company's capital (including advances), viz., £250,000 when stated in Indian currency, is converted at the rate of 1s. 5.262d. the rupee.

115. *Bengal-Nagpur Railway*.—This Company receives a guarantee at the rate of 4 per cent. per annum on share capital, and is entitled to a quarter share of surplus profits,—i. e., of the excess of net earnings over interest—calculated annually. The rate of exchange for the conversion of sterling capital into Indian currency as regards the main line capital raised up to the 31st March 1896 was £1 = Rs. 13, but it has been arranged that all further sterling capital raised for the Bengal-Nagpur Railway both for the main line and the extensions (including the sum of £500,000 raised by debentures in 1896) should be converted at the average rate obtained by the Secretary of State for

bills payable on demand drawn on India during the calendar half-year next preceding that in which the capital is received, *i.e.*, at what is known as, and referred to hereafter as, the "prescribed" rate.

116. *Indian Midland Railway*.—This Company also receives a guarantee of 4 per cent. per annum on its share capital, and is entitled to a quarter share of surplus profits calculated annually. The rate of exchange for the conversion of sterling capital into Indian currency as regards the main line is £1 = Rs. 12½, and as regards the Saugor-Katni extension, which is being constructed by the Company, £1 = Rs. 16½.

117. *Southern Mahratta Railway*.—This Company now receives a guarantee of 3½ per cent. (4 per cent. up to 31st December 1890) and a quarter of net earnings. The rates of exchange for the conversion of sterling capital into rupees are, as regards the capital (£530,957), specially raised for the completion of the Bellary-Kistna Railway, which was taken over by the Company £1 = Rs. 14, and for the remainder of the capital, £1 = Rs. 12. The Company also gets the advantage of outlay by the State on the construction of the Bellary-Kistna Railway to the extent of Rx. 1,657,841 without any charge for interest.

118. *Mysore Railway*.—This line was completed and is worked by the Southern Mahratta Railway Company. That Company raised sufficient funds by the issue of debenture stock to repay to the Mysore Durbar the outlay previously incurred by that State and to complete the extension linking up with the Southern Mahratta system. Acting on behalf of the Mysore Durbar, the Secretary of State has guaranteed interest at 4 per cent. on the nominal amount of the debenture stock issued. The Southern Mahratta Railway Company receives a quarter of the net earnings. The rate of exchange for conversion of the sterling capital into Indian currency is 1s. 5·931d. the rupee.

119. *Rohilkhand-Kumaon Railway (Lucknow-Bareilly Section)*.—The Rohilkhand-Kumaon Railway Company took over, with effect from the 1st January 1891, the Bareilly-Pilibhit and the Lucknow-Sitapur State Railways, undertaking to complete the link between these lines and to work the whole with their own Railway. The Company agreed to raise capital to the extent of £160,000 by the issue of debentures, with the power to discharge any portion of this obligation by the payment of rupees in India, the amount so paid being deemed the equivalent of sterling money at the average rate of exchange during the half-year immediately preceding the date of such payment. The Company subsequently issued sterling debentures for £147,000, which sold for Rs. 20,34,195. This sum was paid into the Calcutta Treasury, and, at the rate fixed by the contract, is deemed to be equivalent to a sterling payment of £160,837. The debentures were issued under a guarantee of the Secretary of State at the rate of 3½\* per cent. per annum. The previous outlay incurred by the State has not been refunded to Government, and it has been further agreed that any additional capital required shall be provided by the Secretary of State. Any surplus profits after paying the debenture interest and interest at 4 per cent. on the outlay and advances by the State are divided between Government and the Company in the ratio of their respective capital.

120. *Assam-Bengal Railway*.—This Company took over, in November 1892, the construction of the Gauhati-Lumding Section of the Railway which had been commenced by the State. The capital authorised to be raised by the Company is £1,500,000, and the rate of interest guaranteed is 3½ per cent. per annum up to the 1st July 1898, and after that date 3 per cent. The rate for the conversion of sterling capital into Indian currency is the "prescribed" rate.

121. *Burma Railways*.—This Company was formed for the purpose of completing and working the system of Railways in Burma which was being constructed and worked by the State, carrying out extensions thereof. The lines were handed over with effect from the 1st September 1896; the capital authorised to be raised by the Company for the purposes of the contract is

\* These debentures, which matured on the 1st July 1898, have been renewed for three years at 3 per cent. per annum.



£2,000,000. The rate of interest guaranteed is  $2\frac{3}{4}$  per cent. per annum up to the 1st July 1901, and after that date  $2\frac{1}{2}$  per cent. For the purposes of the division of surplus profits, the capital expended by the Secretary of State on the Railways in Burma up to the 31st August 1896, as shown in rupees in the books of the Government of India, is converted into sterling at the rate of Re. 1 = 1s.  $2\frac{3}{16}$ d., and interest is calculated on the sterling equivalent of this sum at the rate of  $2\frac{1}{2}$  per cent. per annum. Any surplus profits after paying the interest in rupees on the Company's capital and the interest on the sterling equivalent of the Secretary of State's capital are divided between Government and the Company in the ratio of 4 to 1. The Company are also required to repay to the Secretary of State from their share of the surplus profits the equivalent in rupees of the additional  $\frac{1}{4}$  per cent. interest guaranteed up to the 1st July 1901. The rate for the conversion of the sterling capital of the Company into Indian currency and for all the purposes of the contract requiring the conversion of sterling money into rupees is the "prescribed" rate.

122. *Ahmedabad-Parantij, South Behar, Mymensingh-Jamalpur, Brahmaputra-Sultanpur, Tapti Valley and Hurdwar-Dehra Branch Railways.*—The Ahmedabad-Parantij and Tapti Valley Railways are being constructed by the Bombay, Baroda and Central India Railway Company, the South Behar Railway by the East Indian Railway Company, and the Mymensingh-Jamalpur, Brahmaputra-Sultanpur and Hurdwar-Dehra Railways by State Agency, from funds paid into Indian Treasuries, and the element of exchange does not, therefore, enter into the accounts of these Railways. With the exception of the South Behar Railway Company, these Companies have an Indian domicile and a rupee capital. The South Behar Railway Company has an English domicile and a sterling capital. The transactions of this Railway, which pass through the Government accounts, are confined to the withdrawals against the amounts deposited in the Treasury for expenditure in India. In the case of the Brahmaputra-Sultanpur and Hurdwar-Dehra Railway Companies, the Secretary of State has guaranteed interest at the rate of 3 per cent. per annum out of the revenues of India on the actual capital expenditure charged in the accounts, whereas in the case of the other Companies there is no guarantee, but a "rebate" is allowed from traffic earnings on the main line under certain fixed limitations.

123. The following table shows the amount of capital raised to the 31st March 1898:—

	STATES LINES LEASED TO COMPANIES.						ASSISTED COMPANIES.							
	Bengal Central.	Bengal-Nagpur.	Indian Midland.	Southern Mahatras.	Mysore.	Rohit Kund-Kunaw.	Assam-Bengal.	Burma Railways.	Ahmedabad-Parauli.	South Behar.	Mynpoingh-Jaipur.	Brahmaputra-Silgaupur.	Tapti Valley.	Hurdwar-Delhi.
<i>Share Capital—</i>														
India (at contract rates)	£	£	£	£	£	£	£	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
England	500,000	3,000,000	3,000,000	8,460 3,491,540	...	...	1,500,000	1,886,462	183,000	430,000	63,800	102,854	325,000	48,000
<i>Debentures—</i>														
Nominal amount	...	2,600,000	3,004,100	1,043,100	...	147,000	800,000	...	...	...	...	...	...	...
Cash received	...	2,595,500	2,991,600	1,042,350	...	160,837*	797,750	...	...	...	...	...	...	...
<i>Debt Stock—</i>														
Stock represented	...	...	...	...	1,200,000	...	...	...	...	...	...	...	...	...
Cash received	...	...	...	...	1,200,000	...	...	...	...	...	...	...	...	...
<i>Capital not bearing interest—</i>														
India (at contract rates)	...	...	...	34 30,923	...	...	...	...	...	...	...	...	...	...
England	...	17,628	5,675	...	24,000	...	15,385	...	...	...	...	...	...	...
Total subscribed by Companies	500,000	5,613,128	5,997,275	4,573,307	1,224,000	160,837	2,313,135	1,886,462	183,000	430,000	63,800	102,854	325,000	48,000
Advances made from money raised under Act 51 Vict., Cap. 5	500,000	2,760,000	1,345,000	2,129,900	...	...	...	...	...	...	...	...	...	...
TOTAL	1,000,000	8,373,128	7,342,275	6,703,207	1,224,000	160,837	2,313,135	1,886,462	183,000	430,000	63,800	102,854	325,000	48,000
Equivalent in Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
	1,255,819	11,293,520	9,278,129	8,150,039	1,638,280	203,419	3,655,984	2,118,615	183,000	430,000	63,800	102,854	325,000	48,000

\* Rupees 20,34,105 were actually paid into the Treasury, and this, under the contract, is taken as equivalent to £160,837. The amounts shown under Assisted Companies represent the deposits made in Indian Treasuries to end of 1897-98.



124. The following abstract shows the different rates of interest guaranteed in the case of each of the State lines leased to Companies on the share and debenture capital :—

	Bengal Central.	Bengal-Nagpur.	Indian Midland.	Southern Mahratta.	Mysore.	Rohilkhand-Kumaon.	Assam-Bengal.	Burma Railways.	TOTAL.
	£	£	£	£	£	£	£	£	£
Share Capital at 4 per cent.	...	3,000,000	3,000,000	...	...	...	...	...	6,000,000
Share Capital at 3½ per cent.	500,000	...	...	3,500,000*	...	...	1,500,000†	...	5,500,000
Share Capital at 2½ per cent.	...	...	...	...	...	...	...	1,836,462‡	1,836,462
Debenture stock at 4 per cent.	...	...	...	...	1,200,000	...	...	...	1,200,000
Debentures at 3½ per cent.	...	...	...	688,100	...	147,000	...	...	835,100
Debentures at 3 per cent.	...	1,500,000	1,000,000	255,000	...	...	500,000	...	3,255,000
Debentures at 2½ per cent.	...	...	171,200	...	...	...	...	...	171,200
Debentures at 2½ per cent.	...	1,100,000	1,832,900	100,000	...	...	300,000	...	3,332,900
TOTAL	500,000	5,600,000	6,004,100	4,543,100	1,200,000	147,000	2,300,000	1,836,462	22,130,662

\* Four per cent. up to 31st December 1890, thereafter 3½ per cent.

† Three and a half per cent. up to 1st July 1901, and thereafter 3 per cent.

‡ Two and three quarter per cent. up to 1st July 1901, and thereafter 2½ per cent.

125. During the year 1897-98 the following capital was raised direct by Companies :—

	£	£
Bengal-Nagpur Railway Debentures at 2½ per cent.—		
Open Line . . . . .	25,000	
Extensions . . . . .	575,000	
		600,000
Southern Mahratta Railway Debentures at 2½ per cent. . . . .		100,000
Assam-Bengal Railway Debentures at 2½ per cent. . . . .		300,000
		1,000,000

126. No advances were made from moneys raised under Act 51 Vict., Cap. 5, to any of these Companies during the year under review.

127. The following table shows the amounts of capital withdrawn up to the 31st March 1898, and the balances of capital at credit, or the amounts of overdrafts, on that date. In this table the amounts shown as withdrawn in England represent true sterling, the amounts shown as withdrawn in India represent rupees converted at contract rates, and also take into account the differences between remittances from England converted at contract rates and the average rates of exchange at which they are incorporated in the Indian books :—

RAILWAYS.	Paid up capital (including advances).	CAPITAL WITHDRAWN.									BALANCE AT	
		To end of 1896-97.			During 1897-98.			To end of 1897-98.			Credit.	Debit.
		India.	England.	Total.	India.	England.	Total.	India.	England.	Total.		
	£	£	£	£	£	£	£	£	£	£	£	£
Bengal Central	1,000,000	358,398	542,348	900,746	25,775	21,486	47,261	384,173	563,834	948,007	51,893	...
Bengal-Nagpur	8,373,128	5,687,686	2,941,871	8,629,557	674,290	445,280	1,119,570	6,361,976	3,387,151	9,749,127	...	1,375,609
Indian Midland	7,342,275	4,861,564	2,641,584	7,503,148	182,302	48,686	181,078	4,993,956	2,690,270	7,684,226	...	341,661
Southern Mahratta.	6,703,207	4,877,089	1,741,140	6,618,229	5,626	51,990	57,616	4,882,715	1,793,130	6,675,845	27,362	...
Mysore . . . . .	1,224,000	967,326	132,147	1,099,473	9,326	...	9,326	976,652	132,147	1,108,799	115,201	...
Rohilkhand-Kumaon.	160,837	203,653	84,328	287,981	4,540	17,467	22,007	208,193	101,795	309,988	...	149,16
Assam-Bengal . . .	2,313,135	1,150,286	865,099	2,015,385	235,683	62,067	297,750	1,385,969	927,166	2,313,135	...	...
Burma . . . . .	1,836,462	169,258	114,562	283,820	309,820	101,945	411,765	479,078	216,508	695,586	1,140,876	...
TOTAL	28,953,044	18,275,260	9,063,079	27,338,339	1,397,452	748,921	2,146,373	19,672,712	9,812,001	29,484,713	1,335,432	1,867,10

or, as stated in the Indian accounts, the sterling capital being converted at the contract rates, and the withdrawals in England being converted at the rates of exchange applicable under the contract, the figures stand as in the statement below. The transactions of the Assisted Companies' Railways which are being constructed on branch line terms being on a rupee basis have been included in this statement:—

RAILWAYS.	Paid-up Capital.	Capital withdrawn.	BALANCE AT	
			Credit.	Debit.
	Rx.	Rx.	Rx.	Rx.
Bengal Central . . . . .	1,255,819	1,183,526	72,293	...
Bengal-Nagpur . . . . .	11,293,520	13,466,512	...	2,172,992
Indian Midland . . . . .	9,278,129	9,833,088	...	554,959
Southern Mahratta . . . . .	8,150,039	8,117,205	32,834	...
Mysore . . . . .	1,638,280	1,484,088	154,192	...
Rohilkhund-Kumaon . . . . .	208,419	427,825	...	224,406
Assam-Bengal . . . . .	3,655,984	3,655,984	...	...
Burma . . . . .	3,118,615	1,181,220	1,937,395	...
Ahmedabad-Parantij . . . . .	183,000	180,108	2,892	...
South Behar . . . . .	430,000	368,124	61,876	...
Mymensingh-Jamalpur . . . . .	63,800	62,979	821	...
Brahmaputra-Sultanpur . . . . .	102,854	88,734	14,120	...
Hurdwar-Dehra . . . . .	48,000	36,526	11,474	...
Tapti Valley . . . . .	325,000	313,611	11,389	...
TOTAL	39,746,459	40,399,530	2,299,286	2,952,357

128. The overdraft shown against the Bengal-Nagpur Railway is due to the inclusion in the Capital account of the sum of Rx. 485,383 \* expended by the State on the Katni-Umaria State Railway, which was subsequently taken over by the Company (*vide* para. 36 above), and to outlay in India on the extensions being met from rupee advances. The overdraft shown against the Indian Midland Railway is due to this latter cause. A sum of Rx. 1,657,841 expended by Government on the Bellary-Kistna State Railway, now incorporated in the Southern Mahratta Railway system, has not been included in the foregoing tables of expenditure. Similarly, a sum of Rx. 512,114 expended by Government on the Bareilly-Pilibhit and Lucknow-Sitapur Railways, prior to their transfer to the Rohilkhund-Kumaon Railway Company, has not been included in these statements. These items are classed, as originally charged, under 37.—*Construction of Railways* and 48.—*State Railways—Construction*, and are included in the expenditure dealt with in Section E.

*Comparison with Actuals during 1896-97 and the Budget and Revised Estimates.*

129. In the following table the actual expenditure during the year is compared with the Revised and Budget Estimates, and with the Actuals of 1896-97:—

RAILWAYS.	Actuals, 1897-98.	REVISED ESTIMATE.		BUDGET ESTIMATE.		Actuals, 1896-97.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Bengal Central . . . . .	65,707	67,900	—2,193	70,000	—4,293	95,658
Bengal-Nagpur . . . . .	1,846,815	1,940,000	—93,185	2,128,400	—281,585	1,579,240
Indian Midland . . . . .	299,216	291,100	+8,116	258,100	+41,116	699,064
Southern Mahratta . . . . .	69,139	74,300	—5,161	154,700	—85,561	74,822
Mysore . . . . .	12,483	17,700	—5,217	25,000	—12,517	13,831
Rohilkhund-Kumaon (Lucknow-Bareilly)	35,755	44,800	—9,045	22,800	+12,955	20,661
Assam-Bengal . . . . .	498,153	498,200	—47	199,300	+298,853	13,945
Burma . . . . .	699,247	551,600	+147,647	771,000	—71,753	481,973
Ahmedabad-Parantij . . . . .	27,833	30,000	—2,167	30,000	—2,167	122,586
South Behar . . . . .	245,225	276,000	—30,775	326,500	—81,275	113,351
Mymensingh-Jamalpur . . . . .	56,262	57,000	—738	93,300	—37,038	6,717
Brahmaputra-Sultanpur . . . . .	87,728	100,000	—12,272	310,000	—222,272	1,008
Tapti Valley . . . . .	234,365	235,000	—635	850,000	—615,635	79,246
Hurdwar-Dehra . . . . .	36,526	38,000	—1,474	...	+36,526	...
TOTAL	4,214,452	4,221,600	—7,148	5,239,100	—1,024,648	3,302,162

\* Equivalent at contract rate to £373,372.



*Compared with Actuals of the previous year.*

130. The increase of Rx. 912,350 in the expenditure during 1897-98 as compared with the outlay during 1896-97 occurred chiefly on the Bengal-Nagpur, Assam-Bengal and Burma Railways. The increase on the Bengal-Nagpur Railway was due to greater progress having been made on the construction of the Sini-Midnapore-Cuttack-Calcutta Extensions; the increase on the Assam-Bengal Railway to a large portion of the outlay on the line during the year having been charged to this head against the debentures raised, and that on the Burma Railways to the expenditure in the previous year from Company's funds being only that incurred from the 1st September 1896, when the line was handed over to the Company to the end of the official year. There were increases also on the South Behar, Mymensingh-Jamalpur, Brahmaputra-Sultanpur and Tapti Valley Railways due to the progress of construction on these lines, the last three were only started during the course of the previous year. The expenditure on the Hurdwar-Dehra Railway, which was commenced during the year, also helped to swell the increase. The principal decreases were on the Indian Midland Railway due to fluctuations in the stores accounts and on the Ahmedabad-Parantij Railway due to the construction of the line having been practically completed in the previous year.

*Compared with Budget Estimate.*

131. As compared with the Budget Estimate there was a lapse of Rx. 1,024,648. The principal variations are explained below :—

The lapse of Rx. 281,585 on the Bengal-Nagpur Railway was due entirely to short outlay to the extent of Rx. 441,853 on English stores owing to the Engineers' strike in England and to the delay in sending forward indents and in letting contracts for girders. There was, however, an excess of Rx. 160,268 over the provision made for expenditure in India due chiefly to the refund to Government of the cost of surveys undertaken in previous years in connection with the Sini-Midnapore-Cuttack-Calcutta Extensions and to greater progress of work on the extensions.

The lapse of Rx. 85,561 on the Southern Mahratta Railway occurred chiefly from the provision made for expenditure in England, and was due partly to indents not having been complied with in full, and to the annual indent for miscellaneous stores being less than the provision was made in the Budget Estimate. There was also a lapse on the provision made for expenditure in India due chiefly to the restriction of expenditure; to several new works not having been sanctioned, and to the postponement of the construction of a part of the additional rolling-stock owing to the late arrival of material from England.

The lapse on the Mysore State Railway is attributed to the orders of Government restricting expenditure in consequence of which several new works for which provision was made in the Budget Estimate were postponed, and several sanctioned works were held in abeyance.

The lapse on the Burma Railways was due chiefly to the construction of the Mandalay-Kunlon Railway not having been pushed on as rapidly as was anticipated owing to a large number of Engineering questions not having been finally settled.

The lapse of Rx. 81,275 on the South Behar Railway was due to the construction of station arrangements having been deferred as it was found necessary to employ all labour on the more important work of bridging; to the East Indian Railway having failed to return within the year a large quantity of permanent way material which it borrowed; to earthwork not having been executed to the extent anticipated and to a stoppage of ballast-breaking operations at Kadjura in October 1897.

The lapses on the Mymensingh-Jamalpur and Brahmaputra-Sultanpur Branch Railways were due to the work of construction not having been pushed on to the extent anticipated.

The lapse of Rx. 615,635 on the Tapti Valley Railway was due partly to delay in making over land to the Railway authorities and partly to the progress of work having been retarded owing to the difficulty in obtaining labour in consequence of the plague restrictions.

The excess of Rx. 41,116 on the Indian Midland Railway was due to greater progress having been made with work on the Saugor-Katni Extension than was anticipated; to a portion of the cost of 14 new engines which it was expected would be accounted for in the previous year, having been brought to account in the year under review owing to their late arrival; and to smaller issues of stores to Revenue than were provided for.

The excess on the Lucknow-Bareilly Railway was due chiefly to larger expenditure on English stores and to smaller issues of stores to Revenue.

The excess on the Assam-Bengal Railway was due to a larger portion of the expenditure incurred on this Railway during the year having been charged to this head for the reasons stated in para. 98 above.

*Compared with Revised Estimate.*

132. The actuals work up very closely to the Revised Estimate in total, there being a lapse of only Rx. 7,148. The more important variations on individual lines are explained as under:—

The lapse of Rx. 93,185 on the Bengal-Nagpur Railway is attributed to girders and rails not having been received or paid for before the close of the year.

The lapse of Rx. 30,775 on the South Behar Railway was almost wholly due to the East Indian Railway having failed to return to the South Behar Railway within the official year a quantity of permanent way material borrowed, the debit for which remained on the books of the East Indian Railway.

The lapse of Rx. 12,274 on the Brahmaputra-Sultanpur Branch Railway was due to short deliveries of sleepers.

The excess of Rx. 147,647 on the Burma Railways was due to the transfer from the Government to the Company's Capital Account of Rx. 175,714 representing the balances in the suspense accounts on the 31st August 1896 which is referred to under Section E.



## SECTION H.

## NATIVE STATES RAILWAYS.

*Capital and Revenue Transactions.*

133. The accounts reviewed in this section are those which are dealt with in this Department in connection with the following Railways belonging to Native States:—

Bhopal State Railway (Bhopal Section).  
Khamgaon Railway.  
Amraoti Railway.

134. It may be mentioned that this Department is not directly concerned with the transactions of the following Railways, and consequently they are not alluded to in this review:—

- \* The Gaekwar's.
- \* Jodhpore-Bickaneer.
- \* Nagda-Ujjain.
- Nizam's Guaranteed.
- Hyderabad-Godavari Valley.
- Morvi.
- Gwalior-Sipri.
- \* Rajpura-Bhatinda.
- Bhavnagar-Gondal-Junagad-Porbandar.
- \* Jammu-Kashmir (Native State Section).
- \* Kolhapur.
- \* Cooch Behar.
- \* Bina-Goon.
- \* Oodeypore-Chitore.
- \* Bhopal-Ujjain.
- West of India Portuguese.
- Jamnagar.
- Jeypore.
- Dhrangadra.
- \* Rajpipla.
- Jetalsar-Rajkot.
- Rewah.
- Pondicherry.
- Karikal-Peralam.
- \* Mysore {
  - Birur-Shimoga.
  - Mysore-Nanjangud Section.
  - Yesvantpur-Mysore Frontier.
  - Kolar Gold-fields.

135. An officer of the Public Works Accounts Department is lent to the Native States for the purpose of keeping the accounts of the Bhavnagar-Gondal-Junagad-Porbandar, Jamnagar, Dhrangadra and Jetalsar-Rajkot Railways, and the accounts of the lines marked with an asterisk are either kept by or supervised by Public Works Accounts officers.

## BHOPAL STATE RAILWAY.

136. *Capital.*—The Bhopal State Railway is the joint property of the Imperial Government and the Bhopal State. The line connects Itarsi, on the

Great Indian Peninsula Railway, with Bhopal. The line runs for 13 miles through British territory and for 44 miles through the Native State of Bhopal.

137. Funds for the construction of this line were at first provided as follows:—

	Rx.
By the British Government . . . . .	125,000
„ Bhopal State . . . . .	500,000

But as further moneys were required to meet the cost of additional works and of alterations necessary to bring the line up to the standard necessary for dealing with the traffic anticipated on the opening of the Indian Midland Railway, and as Her Highness the Begum of Bhopal was not prepared to advance more than the 50 lakhs, it was decided to provide the necessary money from Imperial resources. The contribution made by the Durbar had all been utilised before the end of 1890-91, so that the expenditure incurred subsequently was met from grants under the head “48.—State Railways—Construction,” and as such is reviewed in Section E.

138. The capital expended on the line to the close of 1897-98 amounted to Rx. 736,713 and has been found as follows:—

	Rx.
By the British Government . . . . .	236,713
„ Bhopal State . . . . .	500,000

139. *Revenue*.—The line is worked by the Indian Midland Railway on the following terms: on payment of such a sum as shall bear the same rate per cent. to the gross receipts of the Bhopal State Railway for any half-year as the aggregate working expenses of the amalgamated undertaking bear to the aggregate gross receipts of the amalgamated undertaking for the same half-year, *plus* 5 per cent. of the gross earnings for supply of rolling-stock. The earnings and expenses are adjusted by the calendar half-year, and the amounts included in the accounts for the official year 1897-98 represent the results of working during the calendar year 1897.

140. The revenue receipts and charges of the year are, under the terms of the agreement with the Durbar, divided between the British Government and the Bhopal State in the proportion of the capital contributed by each, and on this basis the division of the transactions of the year 1897 was as shown in the following table:—

	Government.	Bhopal State.	TOTAL.
	Rx.	Rx.	Rx.
Receipts . . . . .	15,221	33,138	48,359
Expenditure . . . . .	9,108	19,828	28,936
Net receipts . . . . .	6,113	13,310	19,423

141. The Durbar's share of the net earnings for the year is equivalent to a return of 2·66 per cent. per annum on the capital provided by the Durbar.

#### KHAMGAON AND AMRAOTI RAILWAYS.

142. *Capital*.—These railways have been constructed from funds provided from the surplus revenues of Berar. The Khamgaon Railway,  $7\frac{1}{2}$  miles in length, runs from Jalamb Station, on the Great Indian Peninsula Railway, to Khamgaon; and the Amraoti Railway,  $5\frac{1}{2}$  miles in length, connects Budnera on the same railway, with Amraoti.



143. The capital expended on these lines to the end of 1897-98 is as under:—

	To end of 1896-97.	During 1897-98.	Total to date.
	Rx.	Rx.	Rx.
Khamgaon Railway . . . . .	52,260	— 45	52,215
Amraoti „ . . . . .	45,112	133	45,245

144. *Revenue.*—Both these lines are worked by the Great Indian Peninsula Railway Company on the following terms: the payment to the Company of the same percentage of the gross receipts of the State line that the working expenses of the Great Indian Peninsula Railway and branch lines, taken together, bear to the earnings of the Great Indian Peninsula Railway and branch lines, *plus* 5 per cent. of the gross receipts of the State lines for the use of rolling-stock. The transactions are adjusted by the calendar half-year, and the results incorporated in the accounts of the year 1897-98 represent the transactions of the calendar year 1897.

145. The receipts and charges of the year 1897 are shown in the following table:—

	Receipts.	Expenditure.	Net Receipts.
	Rx.	Rx.	Rx.
Khamgaon Railway . . . . .	4,650	3,260	1,390
Amraoti „ . . . . .	10,319	7,333	2,986

146. The net receipts represent returns of 2·66 and 6·60 per cent. per annum on the total capital expended on the Khamgaon and Amraoti Railways, respectively.

*Comparison with Budget and Revised Estimates.*

147. The actual capital outlay of the year compares with the Budget and Revised Estimates as under:—

RAILWAY.	Actuals, 1897-98.	REVISED ESTIMATE.		BUDGET ESTIMATE.	
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.
	Rx.	Rx.	Rx.	Rx.	Rx.
Khamgaon Railway . . . . .	—45	...	—45	500	—545
Amraoti „ . . . . .	133	100	+33	400	—267
TOTAL . . . . .	88	100	—12	900	—812

The differences are small and do not call for any detailed explanation.

148. The actual revenue transactions compare with the actuals of 1896-97 and the Budget and Revised Estimates as under :—

	Actuals, 1897-98.	REVISED ESTIMATE.		BUDGET ESTIMATE.		Actuals, 1896-97.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Bhopal—						
Receipts .	33,138	33,000	+ 138	36,700	—3,562	36,136
Expenditure .	19,828	19,800	+ 28	19,200	+ 628	22,283
Net Receipts .	13,310	13,200	+ 110	17,500	—4,190	13,853
Khamgaon—						
Receipts .	4,650	4,400	+ 250	6,000	—1,350	5,836
Expenditure .	3,260	3,100	+ 160	3,500	—240	3,591
Net Receipts .	1,390	1,300	+ 90	2,500	—1,110	2,445
Amraoti—						
Receipts .	10,319	10,500	—181	10,000	+ 319	10,411
Expenditure .	7,333	7,600	—267	6,000	+ 1,333	6,124
Net Receipts .	2,986	2,900	+ 86	4,000	—1,014	4,287

149. The variations are too small to call for any detailed explanations. The decreases were generally due to smaller traffic and the increase on the Khamgaon Railway to higher charges by the working railway.

SIMLA ;  
The 1st June 1899.

A. R. BECHER,  
Accountant General, P. W. Dept.

Acct. Genl., P. W. Dept., memorandum No. 136 R., dated 6th April 1899.

Submitted to the Secretary to the Government of India, Public Works Department.

*Document accompanying.*

Abstract and detailed Accounts of Revenue and Expenditure on Railways in India during and to the end of 1897-98.



Accompaniment to Accountant General's, P. W. Dept., Note No. 136 R., dated 6th April 1899.

*Abstract by Fund and Finance Heads of the Revenue and Expenditure on Railways in India during 1897-98 compared with the Budget and Revised Estimates of the year and the accounts of 1896-97.*

REVENUE.				For details see schedule.	Fund and Finance Heads.	For details see schedule.	EXPENDITURE.			
Accounts, 1896-97.	1897-98.						Accounts, 1896-97.			
	Budget Estimate.	Revised Estimate.	Accounts.							
Rx.	Rx.	Rx.	Rx.				Rx.	Rx.	Rx.	Rx.
IMPERIAL.										
XXVI AND 38.—STATE RAILWAYS.										
Gross Traffic Receipts and Working Expenses.										
5,450,916	5,300,300	5,900,300	5,884,481		East Indian	1,953,204	1,980,000	1,800,000	1,849,021	
2,010,983	2,250,000	1,960,000	1,974,470		Rajputana-Malwa*	993,044	1,015,000	1,110,000	1,026,902	
5,186	4,000	3,800	3,969		Palanpur-Deesa	2,742	2,700	2,800	3,588	
16,369	18,300	15,500	15,221		Bhopal	9,108	9,000	10,800	10,094	
20,608	20,000	20,000	19,886		Wardha Coal	14,032	14,400	12,000	12,222	
52,065	52,000	52,000	55,226		Warora Colliery	39,593	39,500	40,000	34,772	
39,133	42,500	38,200	38,506		Umaria Colliery	37,723	38,200	40,000	39,692	
612,899	650,000	590,000	615,311		Bengal-Nagpur	317,083	310,000	340,000	352,521	
64,981	760,000	845,000	869,276		Mu Valley	519,780	515,000	447,500	81,768	
21,215				Burma	89,761	86,000	104,000	67,523		
66,445	130,000	102,500	106,551		Assam-Bengal	666,422	670,000	608,000	604,068	
1,052,328	1,520,000	1,520,000	1,530,213		Eastern Bengal	81,320	78,000	66,500	69,228	
93,515	95,000	120,000	118,370		Bengal Central	443,359	460,000	458,400	437,276	
505,006	620,000	620,000	625,039		Bengal and North-Western and Tirhoot	461,517	475,000	470,000	450,084	
818,621	880,000	900,000	882,106		Oudh and Rohilkhand	312,564	310,000	290,000	289,970	
485,746	485,000	505,000	568,634		Indian Midland	53,498	53,000	53,000	52,459	
79,335	83,000	88,000	89,902		Lucknow-Bareilly	1,830,178	1,870,000	1,800,000	1,710,588	
2,887,907	3,000,000	3,500,000	3,482,821		North Western	507,859	510,000	555,000	516,895	
899,281	910,000	890,000	894,402		Guntakal-Mysore Frontier	37,107	37,000	26,000	27,846	
48,663	45,000	62,500	63,683		Mysore	133,297	130,000	105,000	109,187	
158,407	150,000	190,000	189,931		Bezwada-Madras (Ennore Section)	4,039	4,000	4,000	5,114	
6,133	6,000	6,400	6,387		East Coast (including Bezwada Extension)	211,359	210,000	195,000	203,232	
265,982	260,000	310,000	306,218		Dhond and Manmad (net receipts)	...	...	...	...	
36,739	35,000	27,000	28,128		Southern Mahratta	437,897	440,000	450,000	447,858	
658,845	650,000	615,000	617,498							
16,417,308	17,966,100	18,941,200	18,986,229	A	TOTAL	9,156,546	9,256,800	8,988,000	8,401,908	
Interest on debt.										
					India	3,991,278	3,997,100	4,017,200	3,615,426	
					England	971,045	971,000	971,000	975,589	
					Exchange	546,815	543,800	640,900	644,702	
					TOTAL	5,509,138	5,511,900	5,629,100	5,235,717	
Annuities in purchase of Railways.										
					East Indian	1,842,271	1,838,600	1,956,500	1,961,879	
					Eastern Bengal	190,519	190,200	202,300	202,190	
					North Western	643,925	642,700	683,900	680,274	
					TOTAL	2,676,715	2,671,500	2,842,700	2,844,343	
Interest Chargeable against Companies on Advances.										
					Bengal Central	25,401	25,400	27,100	26,989	
					Bengal-Nagpur	213,879	212,600	217,100	185,846	
					Indian Midland	82,391	81,700	85,900	76,907	
					Southern Mahratta	108,202	108,000	114,900	114,966	
					TOTAL	429,873	427,700	445,000	404,708	
Interest on capital deposited by Companies.										
					East Indian	37,124	37,100	47,600	12,456	
					Assam-Bengal	111,372	111,200	128,000	111,678	
					Burma Railways	78,620	78,500	83,500	31,607	
					Bengal Central	27,355	27,300	29,100	29,664	
					Bengal-Nagpur	284,916	284,400	310,200	284,418	
					Indian Midland	326,060	324,500	348,300	347,840	
					Lucknow-Bareilly	15,701	16,200	16,000	15,148	
					Southern Mahratta	315,246	314,600	335,000	333,019	
					South Indian	46,894	46,800	49,800	49,825	
					TOTAL	1,243,288	1,240,600	1,347,500	1,215,145	

\*Including the Codhra-Rutlam-Nagda Railway.

REVENUE.				For details see schedule.	Fund and Finance Heads.	For details see schedule.	EXPENDITURE.			
Accounts, 1896-97.	1897-98.						Accounts, 1896-97.	1897-98.		
	Budget Estimate.	Revised Estimate.	Accounts.					Accounts.	Revised Estimate.	Budget Estimate.
Rx.	Rx.	Rx.	Rx.				Rx.	Rx.	Rx.	Rx.
805,295 1,279,801 549,068	800,000 1,300,000 530,000	620,000 970,000 570,000	612,856 999,389 589,147		XXVII.—GUARANTEED RAILWAYS.					
					Net Traffic Receipts.					
					Bombay, Baroda and Central India					
					Great Indian Peninsula					
					Madras					
2,634,164	2,630,000	2,160,000	2,201,392	B	TOTAL					
					XXVIII.—SUBSIDIZED COMPANIES.					
					Repayment of Advances of Interest.					
24,052	28,700	10,300	12,950		Mysore					
...	...	2,000	1,979		Rohilkund-Kumaon					
24,052	28,700	12,300	14,969	D	TOTAL					
					39.—GUARANTEED COMPANIES, SURPLUS PROFITS, LAND AND SUPERVISION, AND INTEREST.					
					Surplus Profits.					
					Bombay, Baroda and Central India	100,645	107,200	157,600	220,000	
					Great Indian Peninsula	38	...	...	226,225	
					Madras	9,619	10,000	...	147	
					TOTAL	C	110,302	117,200	157,600	447,302
					Land and Supervision.					
					India (share of office of Director of Railway Construction)	15,332	16,300	16,600	16,224	
					Central Provinces	...	100	100	...	
					Burma	5,800	6,000	7,000	...	
					Assam	6,172	6,500	7,500	7,557	
					Bengal	15,225	15,500	16,000	17,382	
					North-Western Provinces and Oudh	16,024	16,000	18,100	18,336	
					Madras	12,308	22,300	111,100	14,584	
					Bombay	25,362	26,300	50,000	26,389	
					Deduct—Amount recoverable from Companies on account of Government supervision	96,223	109,000	226,400	100,472	
					TOTAL	C	80,312	80,400	81,000	72,389
					TOTAL SURPLUS PROFITS, LAND AND SUPERVISION		15,911	28,600	145,400	28,083
					Interest.					
					Bombay, Baroda and Central India	681,608	3,370,300	3,608,400	720,340	1,991,333
					Great Indian Peninsula	1,862,206				
					Madras	833,180				
					TOTAL	C	3,377,084	3,370,300	3,608,400	3,597,232
					40.—SUBSIDIZED COMPANIES—LAND AND ADVANCES OF INTEREST.					
					Bengal and North-Western—Land	58,730	43,500	70,000	39,916	
					Mymensingh-Jamalpur—Land	5,815	7,000	11,500	418	
					Brahmaputra-Sultanpur—Land	2,482	5,000	30,000	...	
					South Behar—Land	27,362	28,000	20,000	1,955	
					Segowlie-Raksaul—Land	4,158	6,800	2,000	700	
					Bhagulpur-Bausi-Baidyanath—Land	...	...	52,500	...	
					Hardwar Dehra—Land	...	2,000	3,000	...	
					Delhi-Umballa-Kalka—Land	...	100	700	311	
					Southern Punjab—Land	1,956	2,000	2,000	23,115	
					Nilgiri—Land	1,037	2,000	2,000	1,358	
					Ahmedabad-Parantij—Land	10	200	200	6,752	
					Tapti Valley—Land	1,275	3,000	17,200	432	
					Barsi-Pandharpur-Sangola—Land	752	1,000	...	...	
					Tinnevely-Quilon—Land	...	...	15,000	...	
					TOTAL	D	103,577	100,600	226,100	74,957



REVENUE.				For details see schedule.	Fund and Finance Heads.	For details see schedule.	EXPENDITURE.			
1897-98.			1897-98.				Accounts, 1896-97.			
Accounts, 1896-97.	Budget Estimate.	Revised Estimate.	Accounts.					Accounts.	Revised Estimate.	Budget Estimate.
Rx.	Rx.	Rx.	Rx.				Rx.	Rx.	Rx.	Rx.
					41.—MISCELLANEOUS RAILWAY EXPENDITURE.					
					Surplus Establishment and Miscellaneous Charges		8,804	7,500	3,000	18,105
					Establishment of the Director of Railway Construction (share of)		15,332	16,300	16,600	16,224
					Port Store-keeper's Establishment		2,039	2,300	2,300	2,389
					Godhra-Baroda Survey		—4	...	...	750
					Rutlam-Muttra Survey		1	...	2,000	...
					Satpara Railway Survey		2,323	3,000	...	...
					Myinmu-Monywa Survey		152	200	...	...
					Meiktila-Myingyan (Land)		4,859	5,100	...	2,377
					Assam-Burma Connection Survey		...	...	...	1,956
					Chittagong-Akyab-Minhla Survey		...	...	...	—211
					Assam-Bengal-Lakhimpur Survey		...	...	...	110
					Kaunia-Dhubri-Gauhati Survey		2,815	3,000	...	414
					Moghal Serai-Howrah Survey		—7,306	—7,300	...	—8
					Ranaghat-Bhagwangola-Raiganj Survey		4,266	3,800	4,300	2,543
					Shikarpur-Munshiganj Survey		47	...	...	...
					Singhia-Madaripore-Chandpore Survey		910	1,000	800	3,621
					Bogra-Kaliganj Survey		—763	—800	...	...
					Northern Bengal-Assam Connection Survey		...	...	...	—54
					Cooch Behar-Santrabari Survey		—222	—200	...	357
					Eastern Bengal Railway Extensions and Branches		—2	...	...	602
					Faridpur-Samjhia-Rampur Bauleah Survey		50	...	...	308
					Cuttack-Midnapur-Calcutta Survey		—19,206	—19,200	...	—6
					Sakri-Jainagar and Bairagnia-Bagaha Surveys		2,763	3,000	1,500	1,360
					Benares-Puri Survey		—3,295	—3,300	...	...
					Midnapur-Jheriah and Ranchi Plateau Survey		5,299	6,000	...	...
					Barun-Daltongunj Survey		3,836	4,000	...	...
					Sakri-Jainagar Branch (Land)		2,037	4,000	...	...
					Bettiah-Bagaha Extension (Land)		599	1,500	...	...
					Kissengunj-Kotchandpur - Magura Survey		605	700	...	...
					Mahanadi Bridge Survey		—2,890	—2,900	...	...
					Ghaziabad-Moradabad Survey		1	...	600	1,845
					Harpalpur-Rath-Nowgong Survey		13	...	...	102
					Agra-Delhi Chord Line Survey		...	...	3,000	3,164
					Dehra Dun Survey		...	...	...	1,000
					Hardwar-Dehra Survey		—811	—800	800	810
					Kashmir Railway Surveys		—7,674	—7,700	...	—2,000
					Hoshiarpur-Jullunder-Kapurthala Survey		...	...	...	170
					Kalka-Simla Survey		...	...	...	—280
					Bhatinda-Samasata Survey		...	...	...	—1,156
					Umballa-Kalka-Simla Survey		...	...	...	—886
					Abt Material and Engine Suspense Account		—11,782	—11,800	...	...
					Frontier Railway Reserve Material		619	1,200	1,200	849
					Ludhiana-Dhuri Jakhali Survey		2,651	2,500	700	1,052
					Sukkur-Shikarpur Survey		570	900	600	463
					Nowshera-Dargai Survey		1,256	1,700	...	...
					Rewari-Kuchaman Survey		2,558	2,500	...	...
					Peralam-Karikal (Land)		...	...	...	1,766
					Madura-Pamban Survey		1	...	...	1
					Shoranur-Cochin		171	1,200	...	...
					Calicut-Cannanore Survey		—3,090	—3,100	...	8
					Arsikere-Mangalore Survey		—345	—300	...	5,409
					Vizianagram-Raipur Survey		5,594	5,000	...	...
					Bombay-Sind Connection Survey		2,197	3,000	...	...
					Rajpipla Railway (Land)		2	...	200	530
					Hyderabad-Godavari Valley Railway (Land)		495	800	3,000	...
					Reserve		...	...	19,400	...
					TOTAL	E	15,475	22,800	60,000	63,690

REVENUE.				For details see schedule.	Fund and Finance Heads.	For details see schedule.	EXPENDITURE.				
Accounts, 1896-97.	1897-98.						Accounts.	1897-98.			Accounts, 1896-97.
	Budget Estimate.	Revised Estimate.	Accounts.					Accounts.	Revised Estimate.	Budget Estimate.	
Rx.	Rx.	Rx.	Rx.				Rx.	Rx.	Rx.	Rx.	
48.—STATE RAILWAYS—CONSTRUCTION											
					East Indian	1,289,419	1,200,000	1,050,000	649,419		
					Rajputana-Malwa	1,492	15,000	155,000	10,100		
					Godhra-Rutlam-Nagda	11,239			10,100		
					Palanpur-Deesa	2		500	1,000		
					Bhopal	2,124	1,300	2,000	2,000		
					Stores and Reserve	-87,263	1,600	192,500	117,200		
					Wardha Coal			7,500	500		
					Warora Colliery	-7,603	-7,000	-1,800	-6,000		
					Umari	2,533	3,300	4,100	7,100		
					Burma	-175,714			180,200		
					Assam-Bengal—Part I	21,585	61,500	50,000	41,000		
					Ditto " II	662,678	649,700	1,080,700	1,100,500		
					Eastern Bengal	399,423	348,800	272,500	424,000		
					Rajbari-Faridpur	54,556	26,700	80,000	200		
					Rungpur-Dhubri (Teesta and Dhurli						
					Bridges)	10,847	12,800	50,000			
					Cooch Behar-Santrabari	7,722	5,000				
					Tirhoot	25,558	35,000	110,000	11,700		
					Tirhoot Extensions	446,868	500,000	600,000	154,400		
					Oudh and Rohilkhand	55,115	43,700	78,500	63,000		
					Rae Bareilly-Benares	443,711	442,500	432,500			
					Agra-Delhi Chord	3,029	3,000	275,200	254,400		
					Lyallpur-Khanewal	124,722	130,000	80,000	6,000		
					North-Western	-173,047	-177,100	47,700	727,800		
					Southern Punjab Rolling Stock	202,467	228,000	222,300			
					Frontier Railway Reserve Material	81			1,000		
					Kotri-Rohri	107,151	118,500	211,000			
					Ditto Indus Bridge	70,676	91,400		440,100		
					Mari-Attock	245,435	264,900	300,000	379,200		
					Jullunder-Hoshiarpur	-138	-100		1,000		
					Ludhiana-Ferozepore	577	600		2,100		
					Guntakal-Mysore Frontier	132	200	1,000	1,700		
					South Indian	-30,126	-27,000	50,000	14,800		
					Bezwada-Madras (Ennore-Madras Sec-						
					tion)	1,554	2,000	2,000	900		
					" (Ennore-Bezwada Section)	696,916	696,600	800,000	797,400		
					East Coast (including Bezwada Exten-						
					sion)	59,901	70,000	65,000	288,400		
					Godavari Bridge	136,492	138,700	185,000	17,200		
					Dhond and Manmad	1,776	2,000	7,500	2,000		
					Shadipalli-Jodhpore Frontier	799	2,500	90,000			
					TOTAL	4,612,689	4,884,100	6,500,700	5,679,600		
					Deduct—Outlay met from debentures raised by the East Indian Railway Company	980,684	980,700	662,100	1,435,700		
					NET TOTAL	F 3,632,005	3,903,400	5,838,600	4,243,900		
PROVINCIAL.											
XXVI and 38.—STATE RAILWAYS.											
Gross Traffic Receipts and Working Expenses.											
718,066					Burma				380,000		
9,180	10,000	10,000	10,723		Jorhat	8,170	8,000	7,100	7,000		
2,698	2,000	800	571		Cherra-Companygunj	6,863	6,400	2,400	2,500		
448,259					Eastern Bengal						
18,373	18,000	18,000	21,165		Hyderabad-Shadipalli	14,640	12,900	12,800	12,500		
25,720	27,000	25,000	25,837		Mayavaram-Mutpet	14,983	15,000	17,000	15,100		
1,222,206	57,600	53,800	58,296	A	TOTAL	A 44,656	42,300	39,300	417,600		
Interest on debt.											
					India				*216,700		
37.—CONSTRUCTION OF RAILWAYS.											
					Jorhat	702	1,500	3,100	6,000		
					Cherra-Companygunj	-465	-400		-100		
					Mayavaram-Mutpet	2,761	2,800	3,400	3,000		
					Hyderabad-Shadipalli	794	800	800	500		
					TOTAL	F 3,792	4,700	7,300	12,700		

\* Includes 897 on account of interest on outlay by the Burma Railways Company from 1st September 1896.



REVENUE.				For details see schedule.	Fund and Finance Heads.	For details see schedule.	EXPENDITURE.				
Accounts, 1896-97.	1897-98.						1897-98.				Accounts, 1896-97.
	Budget Estimate.	Revised Estimate.	Accounts.				Accounts.	Revised Estimate.	Budget Estimate.		
Rx.	Rx.	Rx.	Rx.				Rx.	Rx.	Rx.	Rx.	
					40.—SUBSIDIZED COMPANIES— LAND AND SUBSIDY.						
					Dooars (land) . . . . .			...	...	—12	
					Dibru-Sadiya (subsidy and audit) . . . . .		10,183	10,200	10,100	10,075	
					TOTAL . . . . .	D	10,183	10,200	10,100	10,063	
					41.—MISCELLANEOUS RAILWAY EXPENDITURE.						
					Meiktila-Myingyan Survey . . . . .		505	500	...	...	
					Bassein-Henzada Survey . . . . .		...	...	...	28	
					Barsi-Pandharpur-Sangola Survey . . . . .		249	300	...	183	
					TOTAL . . . . .	E	754	800	...	211	
					* CAPITAL OF INDIAN RAILWAY COMPANIES.						
					State lines leased to Companies.						
					Assam-Bengal . . . . .		498,153	498,200	199,300	13,945	
					Bengal Central (a) . . . . .		65,707	67,900	70,000	95,658	
					Bengal-Nagpur . . . . .		1,846,815	1,940,000	2,128,400	1,579,240	
					Indian Midland . . . . .		299,216	291,100	258,100	699,064	
					Lucknow-Bareilly . . . . .		35,755	44,800	22,800	20,661	
					Southern Mahratta . . . . .		69,139	74,300	154,700	74,822	
					Mysore . . . . .		12,483	17,700	25,000	13,831	
					Burma . . . . .		699,247	551,600	771,000	481,973	
					TOTAL . . . . .		3,526,515	3,485,600	3,629,300	2,979,194	
					Assisted Companies.						
					Ahmedabad-Parantij . . . . .		27,833	30,000	30,000	122,586	
					South Behar . . . . .		245,225	276,000	326,500	113,351	
					Brahmaputra-Sultanpur . . . . .		87,726	100,000	310,000	1,008	
					Mymensingh-Jamalpur . . . . .		56,262	57,000	93,300	6,717	
					Tapti Valley . . . . .		234,365	235,000	850,000	79,246	
					Hardwar-Dehra . . . . .		36,526	38,000	...	...	
					TOTAL . . . . .		687,937	736,000	1,609,800	322,908	
					Guaranteed Companies.						
					Bombay, Baroda and Central India . . . . .		255,137	270,000	674,600	288,399	
					Great Indian Peninsula . . . . .		152,805	140,400	389,700	—51,639	
					Madras . . . . .		29,877	27,800	121,800	48,587	
					TOTAL . . . . .		437,819	438,200	1,186,100	285,347	

\* The figures entered under this head represent the actual Rupee outlay (actuals and estimates) expressed in Rx.  
(a) Although, for convenience, classed among State Railways, this line is the property of the Bengal Central Railway Company.

SIMLA;  
Dated 6th April 1899.

A. R. BECHER,  
Asstt.-Genl., P. W. Dept.

SCHEDULE A.

*Detailed Account of State Railways Gross Traffic Receipts and Working Expenses for the year 1897-98.*

	RECEIPTS.			EXPENSES.			NET RECEIPTS.			Capital outlay to 31st March 1898.	Percentage of net receipts on total Capital outlay to 31st March 1898.	* Percentage of charges on receipts.
	Budget Estimate.	Revised Estimate.	Accounts.	Budget Estimate.	Revised Estimate.	Accounts.	Budget Estimate.	Revised Estimate.	Accounts.			
<b>I.—INDIA.</b>												
IMPERIAL.												
East Indian Surplus profits.	5,300,000	5,900,000	5,884,121	1,643,000	1,707,000	1,679,276	3,500,000	3,920,000	3,930,917			
England—Rent of buildings occupied by East Indian Railway Company, including Exchange	300	300	360	...	...	...	300	300	360			
TOTAL EAST INDIAN	5,300,300	5,900,300	5,884,481	1,800,000	1,980,000	1,953,204	3,500,300	3,920,300	3,931,277	(a) 40,114,891	9.80	33.19 28.53
Rajputana-Malwa, including Godhra-Rutlan-Nagda	2,250,000	1,950,000	1,974,470	1,000,000	951,000	936,939	1,140,000	945,000	981,426	15,055,877	6.52	50.29 47.45
" Surplus profits	18,300	15,500	15,221	10,800	9,108	9,110	7,500	6,500	6,113	206,713	2.58	59.83 59.08
Bhopal	4,000	3,800	969	2,000	1,900	2,110	1,200	1,100	1,227	23,327	5.26	53.16
Palanpur-Deesa	...	...	...	800	800	632	...	...	...	...	...	...
Net receipts payable to the Palanpur Durbar	7,572,600	7,879,600	7,878,141	2,923,600	3,006,700	2,958,098	4,649,000	4,872,900	4,920,043			
WARDHA COAL F.	20,000	20,000	19,886	12,000	14,400	14,032	8,000	5,600	5,854	409,633	1.17	70.57
WARORA COLLIERY	52,000	52,000	55,226	40,000	39,500	39,593	2,500	12,500	15,633	185,663	8.42	71.69
UMARIS COLLIERY	42,500	42,500	38,506	40,000	38,200	37,723	2,500	...	783	119,156	.65	97.97
BENGAL-NAGPUR	650,000	590,000	615,311	340,000	310,000	317,083	310,000	280,000	298,228	9,664,917	9.99	51.53
BURMA	764,500	700,200	728,929	432,000	402,100	408,431	332,500	298,100	320,498			
" Surplus profits	760,000	845,000	869,276	447,500	498,400	503,192	312,500	330,000	349,496	8,873,010	3.94	59.70 57.88
ASSAM-BENGAL	760,000	845,000	869,276	447,500	515,000	519,780	312,500	330,000	349,496			
Eastern Bengal	130,000	102,500	106,551	104,000	86,000	89,761	26,000	16,500	16,790	6,801,162	2.5	84.24
Bengal Central	1,520,000	1,520,000	1,570,213	608,000	670,000	666,422	912,000	850,000	863,791	(b) 11,618,219	7.43	43.55
Company's share of net earnings	95,900	120,000	118,370	57,000	64,000	69,349	28,500	42,000	37,950	1,183,526	3.13	68.70 58.58
Bengal and North-Western and Tirhoot	620,000	620,000	625,039	261,000	260,800	259,056	161,600	160,000	181,686	(g) 2,612,267	6.95	70.23 41.44
Company's share of net earnings and contribution to Provident Fund	...	...	...	197,400	199,200	184,303	...	...	...	...	...	...



VI.—NORTH-WESTERN PROVINCES AND OUDH.		885,000	900,000	882,106	470,000	475,000	451,517	410,000	425,000	420,589	(c) 10,710,209	392	52'33
{ Oudh and Rohilkhand		485,000	505,000	508,634	290,000	310,000	312,564	195,000	255,000	250,670	8,893,393	2'88	54'95
{ Lucknow-Bareilly		83,000	88,000	89,902	51,400	51,400	52,172	30,000	35,000	36,404	939,939	3'87	59'50
{ " Surplus profits		...	...	...	1,600	1,600	1,356	...	...	...	...	...	58'03
VII.—PUNJAB		1,448,000	1,553,000	1,540,642	813,000	838,000	827,579	635,000	715,000	713,063	...	...	...
North-Western		3,000,000	3,500,000	3,482,821	1,800,000	1,870,000	1,890,178	1,200,000	1,690,000	1,652,643	(d) 46,313,860	3'57	52'55
{ South Indian Company's share of net receipts		910,000	890,000	894,402	530,000	475,000	473,077	355,000	380,000	386,543	(e) 7,651,182	5'05	56'78
{ Mysore		150,000	190,000	189,931	25,000	35,000	34,782	...	...	...	...	...	53'89
{ Company's share of net earnings		...	...	...	90,000	109,000	112,561	45,000	60,000	56,634	1,484,088	3'82	70'18
{ Bezawada-Madras (Ennore Section)		...	...	...	15,000	20,100	20,736	...	...	...	...	...	59'26
{ East Coast (including Bezawada Extension)		6,000	6,400	6,387	4,000	4,000	4,009	2,000	2,400	2,348	59,759	3'93	63'24
{ Guntakal-Mysore Frontier		260,000	310,000	305,218	195,000	210,000	211,359	65,000	100,000	94,859	5,833,513	1'62	69'02
{ " "		45,000	62,500	63,683	26,000	37,000	37,167	19,000	25,500	20,516	590,202	4'49	58'36
IX.—BOMBAY		1,371,000	1,458,900	1,460,621	885,000	891,000	893,721	486,000	567,900	566,900	...	...	...
{ Dhond and Mannad (net receipts)		35,000	27,000	28,128	...	...	...	35,000	27,000	28,128	1,140,731	2'47	70'91
{ Southern Mahratta		650,000	615,000	617,498	382,500	367,700	365,543	200,000	175,000	179,601	(f) 9,775,046	1'83	59'19
{ Company's share of net earnings		...	...	...	67,500	72,300	72,354	...	...	...	...	...	...
TOTAL IMPERIAL		685,000	642,000	645,626	450,000	440,000	437,897	235,000	202,000	207,729	...	...	...
		17,966,100	18,941,200	18,986,229	8,988,000	9,256,800	9,156,546	8,978,100	9,684,400	9,820,683	190,680,313	5'15	48'22
													45'66

\* In the case of lines worked by Companies two percentages have been entered, the first including, and the second excluding, surplus profits and share of net earnings paid to the Companies.

(a) Actual rupee outlay :-		(b) Actual rupee outlay :-		(c) Actual rupee outlay :-	
By Company to date of purchase	Rx.	By Company to date of purchase	Rx.	By Company to date of purchase	Rx.
" Government after purchase	33,686,241	" Government after purchase	3,523,561	" Government after purchase	9,161,764
	6,427,950		8,094,658		1,545,445
	40,114,191		11,618,219		10,710,209
				Total	
					190,680,313

(f) Includes outlay on the Bellary-Kistna Railway amounting to Rs. 1,657,841.

(g) Capital expended on Tirhoot State Railway.

SCHEDULE A—concluded.  
Detailed Account of State Railways Gross Traffic Receipts and Working Expenses for 1897-98—concluded.

	RECEIPTS.			EXPENSES.			NET RECEIPTS.			Capital outlay to 31st March 1898.	Percentage of net receipts on total Capital outlay to 31st March 1898.	Percentage of charges on receipts.
	Budget Estimate.	Revised Estimate.	Accounts.	Budget Estimate.	Revised Estimate.	Accounts.	Budget Estimate.	Revised Estimate.	Accounts.			
I.—ASSAM	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.		
PROVINCIAL.												
Jorhat	10,000	10,000	16,723	7,100	8,000	8,170	2,900	2,000	2,553	90,265	2.82	76.19
Cherra-Companygunj	2,600	800	571	2,400	6,400	6,863	200	—5,600	—6,292	76,912	...	...
	12,600	10,800	11,294	9,500	14,400	15,033	3,100	—3,600	—3,739			
II.—MADRAS	27,000	25,000	25,837	17,000	15,000	14,983	10,000	10,000	10,854	249,705	4.35	57.99
Mayavaram-Matupet												
	18,000	18,000	21,165	12,800	12,000	14,640	5,200	5,100	6,525	183,780	3.55	69.16
III.—BOMBAY	57,600	53,800	58,296	39,300	42,300	44,656	18,300	11,500	13,640	600,662	2.27	76.60
Hyderabad-Shadipalli												
TOTAL PROVINCIAL	18,023,700	18,995,000	19,044,525	9,027,300	9,299,100	9,201,202	8,996,400	9,695,900	9,843,323	191,280,975	5.14	48.31
GRAND TOTAL												(a) 4.575

(a) Excluding surplus profits paid to Companies for working State lines and net earnings of their own concern paid to the Bengal and North-Western Railway Company.



**SCHEDULE B.**  
**GUARANTEED COMPANIES.**

*Statement of Revenue Transactions for the year 1897-98.*

FINANCIAL HEAD.	ACCOUNTS, 1896-97.			BUDGET ESTIMATE, 1897-98.			REVISED ESTIMATE, 1897-98.			ACCOUNTS, 1897-98.		
	Administra- tive.	Suspense.	Financial.	Administra- tive.	Suspense.	Financial.	Administra- tive.	Suspense.	Financial.	Administra- tive.	Suspense.	Financial.
<b>XXVII.—GUARANTEED RAILWAYS.</b>												
<b>Net Traffic Receipts.</b>												
<i>Payments into Treasury—</i>												
Madras Railway . . . . .	1,102,583	156,475	1,259,058	1,090,000	160,000	1,250,000	1,140,000	160,000	1,300,000	1,138,830	179,533	1,318,363
Bombay, Baroda and Central India Railway . . . . .	1,509,778	448,661	1,958,439	1,600,000	530,000	2,130,000	1,390,000	450,000	1,840,000	1,405,550	413,026	1,818,576
Great Indian Peninsula Railway . . . . .	3,151,952	155,978	3,307,930	3,100,000	100,000	3,200,000	2,880,000	230,000	3,110,000	2,956,486	187,440	3,143,926
<b>TOTAL</b> . . . . .	5,764,313	761,114	6,525,427	5,790,000	790,000	6,580,000	5,410,000	840,000	6,250,000	5,500,866	779,999	6,280,865
<i>Withdrawals from Treasury—</i>												
Madras Railway . . . . .	550,740	159,250	709,990	560,000	160,000	720,000	570,000	160,000	730,000	550,583	178,633	729,216
Bombay, Baroda and Central India Railway . . . . .	716,246	436,898	1,153,144	800,000	530,000	1,330,000	770,000	450,000	1,220,000	788,933	416,787	1,205,720
Great Indian Peninsula Railway . . . . .	1,784,030	244,099	2,028,129	1,750,000	150,000	1,900,000	1,860,000	280,000	2,140,000	1,873,688	270,849	2,144,537
<b>TOTAL</b> . . . . .	3,051,016	840,247	3,891,263	3,110,000	840,000	3,950,000	3,200,000	890,000	4,000,000	3,213,204	866,269	4,079,473
<i>Net Traffic Receipts—</i>												
Madras Railway . . . . .	551,843	—2,775	549,068	530,000	...	530,000	570,000	...	570,000	588,247	900	589,147
Bombay, Baroda and Central India Railway . . . . .	793,532	11,763	805,295	800,000	...	800,000	620,000	...	620,000	616,617	—3,701	612,856
Great Indian Peninsula Railway . . . . .	1,367,922	—88,121	1,279,801	1,350,000	—59,000	1,300,000	1,020,000	—59,000	970,000	1,082,798	—83,409	999,389
<b>TOTAL</b> . . . . .	2,713,297	—79,133	2,634,164	2,680,000	—59,000	2,620,000	2,210,000	—59,000	2,160,000	2,287,662	—86,270	2,201,392

## SCHEDULE C.

39.—*Guaranteed Companies—Surplus Profits, etc., Land and Supervision, and Interest for the year 1897-98.*

PROVINCE OR RAILWAY.	Accounts, 1896-97.	Budget Estimate, 1897-98.	Revised Estimate, 1897-98.	Accounts, 1897-98.
MOIETY OF SURPLUS PROFITS, ETC.	Rx.	Rx.	Rx.	Rx.
Bombay, Baroda and Central India Railway . . . . .	220,930	157,600	107,200	100,645
Great Indian Peninsula Railway . . . . .	226,225	...	...	38
Madras Railway . . . . .	147	...	10,000	9,619
TOTAL SURPLUS PROFITS, ETC. . . . .	447,302	157,600	117,200	110,302
LAND AND SUPERVISION.				
India—(share of office of Director of Railway Construction) . . . . .	16,224	16,600	16,300	15,332
Central Provinces . . . . .	...	100	100	...
Burma . . . . .	...	7,000	6,000	5,800
Assam . . . . .	7,557	7,500	6,500	6,172
Bengal . . . . .	17,382	16,000	15,500	15,225
North-Western Provinces and Oudh . . . . .	18,336	18,100	16,000	16,024
Madras . . . . .	14,584	111,100	22,300	12,308
Bombay . . . . .	26,389	50,000	26,300	25,362
Deduct—Amount recoverable from Companies on account of Government supervision . . . . .	100,472 72,389	226,400 81,000	109,000 80,400	96,223 80,312
TOTAL LAND AND SUPERVISION . . . . .	28,083	145,400	28,600	15,911
TOTAL SURPLUS PROFITS, LAND AND SUPER- VISION . . . . .	475,385	303,000	145,800	126,213
INTEREST.				
India.				
Bombay, Baroda and Central India Railway . . . . .	5,617	5,100	4,300	4,354
Great Indian Peninsula Railway . . . . .	1,837	1,600	2,000	2,026
Madras Railway . . . . .	771	500	2,500	2,519
TOTAL INDIA . . . . .	8,225	7,200	8,800	8,899
England.				
Bombay, Baroda and Central India Railway . . . . .	430,340	2,169,400	2,154,800	433,271
Great Indian Peninsula Railway . . . . .	1,197,890			1,190,101
Madras Railway . . . . .	532,737			531,412
TOTAL ENGLAND . . . . .	2,160,967	2,169,400	2,154,800	2,154,784
Exchange . . . . .	1,428,040	1,431,800	1,206,700	1,213,401
TOTAL INTEREST . . . . .	3,597,232	3,608,400	3,370,300	3,377,084
GRAND TOTAL . . . . .	4,072,617	3,911,400	3,516,100	3,503,297



## SCHEDULE D.

## SUBSIDIZED RAILWAYS.

*Statement of Repayments of Advances of interest for, and to end of, the year 1897-98.*

RAILWAYS.	DURING THE YEAR.				TO END OF THE YEAR.			
	India.	England.	Exchange.	TOTAL.	India.	England.	Exchange.	TOTAL.
	Rx.	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Bengal Central . . . . .	...	...	...	...	...	8,817	1,969	10,786
Rohilkund-Kumaon . . . . .	...	1,266	713	1,979	151	3,354	1,485	4,990
Mysore . . . . .	12,990	...	...	12,990	336,125	...	...	336,125
TOTAL . . . . .	12,990	1,266	713	14,969	336,276	12,171	3,454	351,901

*Statement of State Outlay for, and to the end of, the year 1897-98.*

RAILWAYS.	Subsidy.	Interest.	Land.	Miscellaneous.	Total Final Heads of Account.	England.	Exchange.	GRAND TOTAL.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
<b>DURING THE YEAR.</b>								
<i>Imperial.</i>								
Bengal and North-Western . . . . .	...	...	58,730	...	58,730	...	...	58,730
Mymensingh-Jamalpur . . . . .	...	...	5,815	...	5,815	...	...	5,815
Brahmaputra-Sultanpur . . . . .	...	...	2,482	...	2,482	...	...	2,482
Segowlie-Raksaul . . . . .	...	...	4,158	...	4,158	...	...	4,158
South Behar . . . . .	...	...	27,362	...	27,362	...	...	27,362
Southern Punjab . . . . .	...	...	1,956	...	1,956	...	...	1,956
Nilgiri . . . . .	...	...	1,037	...	1,037	...	...	1,037
Ahmedabad-Parantij . . . . .	...	...	10	...	10	...	...	10
Tapti Valley . . . . .	...	...	1,274	...	1,274	...	...	1,274
Barsi-Pandharpur-Sangola . . . . .	...	...	753	...	753	...	...	753
TOTAL IMPERIAL . . . . .	...	...	103,577	...	103,577	...	...	103,577
<i>Provincial.</i>								
Dibru-Sadiya . . . . .	10,000	...	...	183	10,183	...	...	10,183
GRAND TOTAL . . . . .	10,000	...	103,577	183	113,760	...	...	113,760
<b>TO END OF THE YEAR.</b>								
<i>Imperial.</i>								
Bengal Central . . . . .	...	...	72,767	...	72,767	71,299	16,637	160,703
Bengal and North-Western . . . . .	...	...	291,132	...	291,132	...	...	291,132
Mymensingh-Jamalpur . . . . .	...	...	6,233	...	6,233	...	...	6,233
Brahmaputra-Sultanpur . . . . .	...	...	2,482	...	2,482	...	...	2,482
Segowlie-Raksaul . . . . .	...	...	4,858	...	4,858	...	...	4,858
South Behar . . . . .	...	...	29,399	...	29,399	...	...	29,399
Rohilkund-Kumaon . . . . .	...	...	...	...	...	10,869	2,583	13,452
Delhi-Umballa-Kalka . . . . .	...	...	54,487	...	54,487	...	...	54,487
Southern Punjab . . . . .	...	...	25,071	...	25,071	...	...	25,071
Nilgiri . . . . .	...	5,612	16,405	...	22,017	...	...	22,017
Ahmedabad-Parantij . . . . .	...	...	6,762	...	6,762	...	...	6,762
Tapti Valley . . . . .	...	...	1,706	...	1,706	...	...	1,706
Barsi-Pandharpur-Sangola . . . . .	...	...	753	...	753	...	...	753
TOTAL IMPERIAL . . . . .	...	5,612	512,055	...	517,667	82,168	19,220	619,055
<i>Provincial.</i>								
Doors . . . . .	...	...	3,020	...	3,020	...	...	3,020
Tarkessur . . . . .	...	...	14,151	...	14,151	...	...	14,151
Dibru-Sadiya . . . . .	135,277	...	...	3,214	138,491	...	...	138,491
Rohilkund-Kumaon . . . . .	40,000	...	3,415	...	43,415	...	...	43,415
Deoghur . . . . .	...	...	919	...	919	...	...	(a) 919
TOTAL PROVINCIAL . . . . .	175,277	...	21,505	3,214	199,996	...	...	199,996
GRAND TOTAL . . . . .	175,277	5,612	533,560	3,214	717,663	82,168	19,220	819,051

(a) In the revised classification of the accounts, Rs. 950 of the expenditure on the Deoghur Tramway has been classified under the head 41—Miscellaneous Railway Expenditure, and a write-back of Rs. 37 under the head 40.—Subsidized Railways, Land, etc. For convenience the whole has been shown in this account.

## SCHEDULE E.

## 41.—MISCELLANEOUS RAILWAY EXPENDITURE.

Statement of Outlay for, and to the end of, the year 1897-98.

SURVEYS, ETC.		Outlay for the year 1897-98.	Outlay to end of previous year.	Outlay to end of 1897-98.
IMPERIAL.		Rx.	Rx.	Rx.
I.—INDIA	Surplus Establishment and Miscellaneous Charges	8,804	145,811	154,615
	Establishment of the Director of Railway Construction (share of).	15,332	249,354	264,686
	Port Store-keeper's Establishment . . . .	2,039	93,377	95,415
	Godhra-Baroda Survey . . . . .	—4	789	785
	Rutlam-Bara Survey . . . . .	1	8,476	8,477
	Chambal-Muttra Survey . . . . .	...	4,934	4,934
	Pachpadra-Umarkot Survey . . . . .	...	4,233	4,233
	Shadipalli-Balotra Survey . . . . .	...	(a) 3,554	3,554
	Indirect Charges . . . . .	...	13,444	13,444
	Preparation of project for conversion or doubling of Rajputana-Malwa Railway (project abandoned).	...	1,676	1,676
	Bhopal Survey (project abandoned) . . . .	...	5,335	5,335
	Ajmere-Bhawalpur Survey (project abandoned) .	...	2,327	2,327
	Great Western of India Railway Survey (project abandoned).	...	2,857	2,857
	Stores issued without charge to Nizam's Railway	...	761	761
	Bikanir Desert Survey (project abandoned) .	...	8,310	* 8,310
	Ujjain-Bhopal Survey (project abandoned) . .	...	822	822
		26,172	546,060	572,232
	Satpura Railway Survey . . . . .	2,323	...	2,323
	Bina-Guna Railway (land) . . . . .	...	430	430
II.—CENTRAL PROVINCES.	Sambalpur-Kurda Survey . . . . .	...	10,839	10,839
	Raipur-Sonpur Survey . . . . .	...	597	597
	Raj-Nandgaon-Warangal Survey . . . . .	...	886	886
	Nagpur-Saugor Survey (project abandoned) .	...	1,427	1,427
	Wardha Coal Extension Survey (project abandoned).	...	2,304	2,304
	Jubbulpur-Nagpur Survey (project abandoned) .	...	1,370	1,370
III.—BURMA		2,323	17,853	20,176
	Myinmu-Monywa Survey . . . . .	152	...	152
	Assam-Burma Connection Survey . . . . .	...	25,297	25,297
	Meiktila-Myingyan Survey . . . . .	...	562	562
	Meiktila-Myingyan (land) . . . . .	4,859	1,815	6,674
	Thedaw-Myingyan Survey . . . . .	...	(b) 5,048	5,048
	Chittagong-Akyab-Minhla Survey . . . . .	...	20,213	20,213
	Chindwin Survey (project abandoned) . . . .	...	2,616	2,616
IV.—ASSAM		5,011	55,551	60,562
	Assam-Bengal-Lakhimpur Survey . . . . .	...	552	552
	Sibsaur Coal Line Survey (project abandoned)	...	3,399	3,399
	Garo Hills Reconnaissance (project abandoned) .	...	414	414
	Assam Extension Survey (project abandoned) .	...	9,110	9,110
Carried forward		33,506	632,939	666,445

(a) Outlay to end of 1896-97 . . . . Rx.  
Transferred to construction account . . 5,431  
1,877

(b) Re-transferred from construction account.

3,554



## SCHEDULE E—continued.

## 41.—MISCELLANEOUS RAILWAY EXPENDITURE.

Statement of outlay for, and to the end of, the year 1897-98—continued.

SURVEYS, ETC.		Outlay for the year 1897-98.	Outlay to end of previous year.	Outlay to end of 1897-98.
		Rx.	Rx.	Rx.
Brought forward		33,506	632,939	666,445
IMPERIAL—contd.				
V.—BENGAL	Kaunia-Dhubri-Gauhati Survey . . . . .	2,815	414	3,229
	Northern Bengal-Assam connection Survey . . . . .	...	5,103	5,103
	Singhia-Madarpore-Chandpore Survey . . . . .	910	4,233	5,143
	Midnapur-Jheriah and Ranchi Plateau Surveys . . . . .	5,209	...	5,209
	Barun-Daltonganj Survey . . . . .	3,836	...	3,836
	Shikarpur-Munshiganj Survey . . . . .	47	...	47
	Benares-Puri Survey . . . . .	—3,205	77,242	73,947
	*Rungpore-Dhubri Survey . . . . .	...	3,054	3,054
	Moghal Serai-Howrah Survey . . . . .	—7,306	40,362	33,056
	Cuttack-Midnapur-Calcutta Survey . . . . .	—19,206	19,206	...
	Mymensing-Seraiganj Survey . . . . .	...	539	539
	Bogra-Kaliganj Survey . . . . .	—763	763	...
	Cooch Behar-Santrabari Survey . . . . .	—222	(a)222	...
	Eastern Bengal Railway Extensions and Branches . . . . .	—2	2,371	2,369
	Mahanadi Bridge Survey . . . . .	—2,890	2,890	...
	Ranaghat-Bhagwangola-Raiganj Survey . . . . .	4,266	2,543	6,809
	Faridpur-Samjhia-Rampur Bauleah Survey . . . . .	50	308	358
	Sakri-Jainagar and Bairagnia-Bagaha Surveys . . . . .	2,763	1,360	4,123
	Kisseneganj-Kotchandpur-Magura Survey . . . . .	605	...	605
	Sakri-Jainagar Branch (land) . . . . .	2,037	...	2,037
	Bettiah-Bagaha Extension (land) . . . . .	599	...	599
	Western Bengal Survey (project abandoned) . . . . .	...	11,888	11,888
		—10,457	172,498	162,041
VI.—NORTH-WESTERN PROVINCES AND ODDH.	Harpalpur-Rath-Nowgong Survey . . . . .	13	102	115
	Aonla-Budaon Survey . . . . .	...	230	230
	Ghaziabad-Moradabad Survey . . . . .	1	9,393	9,394
	Rampur-Ramnagar Survey . . . . .	...	418	418
	Bareilly-Soron Survey . . . . .	...	2,629	2,629
	Agra-Delhi Chord Line Survey . . . . .	...	(b)	...
	Dehra-Dun Survey . . . . .	...	1,000	1,000
	Hurdwar-Dehra Survey . . . . .	—811	811	...
		—797	14,583	13,786
VII.—PUNJAB	Nowshera-Dargai Survey . . . . .	1,256	...	1,256
	Tochi Pass Reconnaissance . . . . .	...	638	638
	Ludhiana-Ferozepore Survey . . . . .	...	2,084	2,084
	Bannu Railway Survey . . . . .	...	12,669	12,669
	Jungshahi-Tatta Survey . . . . .	...	648	648
	Kalka-Simla Survey . . . . .	...	21,776	21,776
	†Umballa-Kalka-Simla Surveys . . . . .	...	8,984	8,984
	Kashmir Railway Surveys . . . . .	—7,674	33,184	25,510
	Zhob Valley Survey . . . . .	...	40,206	40,206
	Rewari-Kuchaman Survey . . . . .	2,558	...	2,558
	Peshawar-Dhakka Survey . . . . .	...	4,645	4,645
	Abt Material and Engine Suspense Account . . . . .	—11,782	43,668	31,886
	Peshawar-Jamrood Survey . . . . .	...	613	613
	Dera Ismail Khan-Murtaza Survey . . . . .	...	2,099	2,099
	Delhi-Minchinabad Survey . . . . .	...	12,384	12,384
	Bhatinda-Samasata Survey . . . . .	...	4,053	4,053
	Umballa-Patiala Survey . . . . .	...	574	574
	Hoshiarpur-Jullundur-Kapurthala Survey . . . . .	...	619	619
	Sukkur-Shikarpur Survey . . . . .	570	463	1,033
	Ludhiana-Dhuri-Jakhali Survey . . . . .	2,651	1,052	3,703
	Frontier Railway Reserve Material . . . . .	619	2,293	2,912
	Indus Valley Eastern Extension Survey (project abandoned) . . . . .	...	7,025	7,025
	Kach-Quetta Survey (project abandoned) . . . . .	...	1,815	1,815
	Bolan Permanent Line Survey (project abandoned) . . . . .	...	15,487	15,487
	Khattan-Baber Kach Survey (project abandoned) . . . . .	...	2,160	2,160
	Kohala Survey (project abandoned) . . . . .	...	238	238
		—11,802	219,377	207,575
Carried forward		10,450	1,039,397	1,049,847

\* Expenditure previous to 1887-88 (Rx. 5,262) classified as Provincial.

† See also Provincial.

	(a)	(b)
Outlay to end of 1896-97	522	3,164
Transferred to construction account	300	3,164
	222	...

## SCHEDULE E—continued.

## 41.—MISCELLANEOUS RAILWAY EXPENDITURE.

Statement of outlay for, and to the end of, the year 1897-98—continued.

SURVEYS, ETC.		Outlay for the year 1897-98.	Outlay to end of previous year.	Outlay to end of 1897-98.
		Rx. 10,450	Rx. 1,039,397	Rx. 1,049,847
Brought forward				
IMPERIAL—contd.				
VIII.—MADRAS	Madura-Pamben Survey . . . . .	1	4,365	4,366
	Kurnool Branch Survey . . . . .	...	667	667
	Arsikere-Mangalore Survey . . . . .	—345	18,407	18,062
	Shoranur-Cochin Survey . . . . .	171	2,645	2,816
	Cannanore-Calicut Survey . . . . .	—3,090	3,090	...
	Vizianagram-Parvatipur Survey . . . . .	...	2,911	2,911
	Vizianagram-Raipur Survey . . . . .	5,594	...	5,594
	Peralam-Karikal Railway (land) . . . . .	...	1,766	1,766
	South Indian Railway Extension Survey (project abandoned).	...	1,045	1,045
	Tinnevely-Quilon Survey (project abandoned) . . . . .	...	425	425
		2,331	35,321	37,652
IX.—BOMBAY.	Bombay-Sind Connection Survey . . . . .	2,197	...	2,197
	Naseerabad-Kekri Survey . . . . .	...	202	202
	Hyderabad-Godavari Valley Railway (land) . . . . .	495	...	495
	Rajpipla Railway (land) . . . . .	2	721	723
	Mehsana-Viramgam Railway (land) . . . . .	...	2,316	2,316
	Anand-Petlad Railway (land) . . . . .	...	3,593	3,593
	Bhavnagar-Gondal Railway (land) . . . . .	...	2,633	2,633
	Aden Railway Survey (project abandoned) . . . . .	...	635	635
	Karwar-Hubli Survey (project abandoned) . . . . .	...	†56,887	56,887
		2,694	66,987	69,681
TOTAL IMPERIAL		15,475	1,141,705	1,157,180
PROVINCIAL.				
I.—BURMA	Bassein-Henzada Survey . . . . .	...	2,384	2,384
	Meiktila-Myingyan Survey . . . . .	505	...	505
		505	2,384	2,889
I.—BENGAL	Sultanpore-Bogra Survey . . . . .	...	120	120
	*Rungpore-Dhubri Survey . . . . .	...	5,262	5,262
	Western Bengal Survey (project abandoned) . . . . .	...	7,519	7,519
	Tarkessur Survey (project abandoned) . . . . .	...	1,723	1,723
	Howrah-Ampta Survey (project abandoned) . . . . .	...	510	510
	Sakri-Joynuggur Survey (project abandoned) . . . . .	...	325	325
	Mozufferpore-Sitamarhi Survey (project abandoned) . . . . .	...	2,111	2,111
	Share of Secretariat Establishment . . . . .	...	64,129	64,129
		...	81,699	81,699
Carried forward		505	84,083	84,588

\* Expenditure from 1887-88 classified under Imperial.

† Includes Rx. 3,159 expenditure incurred in England.



## SCHEDULE E—concluded.

## 41.—MISCELLANEOUS RAILWAY EXPENDITURE.

Statement of outlay for, and to the end of, the year 1897-98—concluded.

SURVEYS, ETC.		Outlay for the year 1897-98.	Outlay to end of previous year.	Outlay to end of 1897-98.
		Rx. 505	Rx. 84,083	Rx. 84,588
PROVINCIAL—contd.				
Brought forward				
III.—NORTH-WESTERN PROVINCES AND ODH.	Hardwar-Dehra Dun Survey . . . . .	...	777	777
	Cawnpore-Kalpi Survey (project abandoned) . . . . .	...	2,590	2,590
	Sitapore-Philibhit Survey (project abandoned) . . . . .	...	2,298	2,298
	Mau-Ranipur Survey (project abandoned) . . . . .	...	7,192	7,192
	Moradabad Survey (project abandoned) . . . . .	...	1,948	1,948
	Gonda Survey (project abandoned) . . . . .	...	2,611	2,611
	Jaunpore Survey (project abandoned) . . . . .	...	3,348	3,348
	Gorakhpore Survey (project abandoned) . . . . .	...	4,272	4,272
		...	25,036	25,036
IV.—PUNJAB . . . . .	Bhatinda-Bhawālpore Survey . . . . .	...	3,816	3,816
	* Umballa-Kalka-Simla Survey . . . . .	...	4,202	4,202
	Rajpura-Patiala (Bhatinda Extension) (land) . . . . .	...	813	813
	Rawalpindi-Murree Survey (project abandoned) . . . . .	...	2,649	2,649
	Jullundur-Hoshiarpur Survey (project abandoned) . . . . .	...	47	47
		...	11,527	11,527
V.—MADRAS . . . . .	West Coast Survey . . . . .	...	637	637
	Bezváda-Masulipatam Survey . . . . .	...	827	827
	Nanjangod-Gudalur Survey . . . . .	...	93	93
	Nellore-Guntoor Survey . . . . .	...	1,783	1,783
	Madras-Gudur Survey . . . . .	...	955	955
	Palghât-Kurapatam Survey . . . . .	...	1,286	1,286
	Palghât-Dindigul Survey . . . . .	...	1,631	1,631
	Madura-Pamben Survey . . . . .	...	2,748	2,748
	Porto Novo-Salem Survey . . . . .	...	3,298	3,298
	Registration of Road Traffic . . . . .	...	1,464	1,464
	Bimlipatam Survey . . . . .	...	106	106
	Beypore-Calicut Survey (project abandoned) . . . . .	...	1,191	1,191
		...	16,019	16,019
VI.—BOMBAY . . . . .	Barsi-Pandharpur-Sangola Survey . . . . .	249	183	432
	Ahmedabad-Parantij Survey . . . . .	...	273	273
	Nadiad-Kapadvanj Survey . . . . .	...	215	215
	Bombay Provincial Surveys . . . . .	...	10,033	10,033
		249	10,704	10,953
TOTAL PROVINCIAL . . . . .		754	147,369	148,123
GRAND TOTAL . . . . .		16,229	1,289,074	1,305,303

\* See also Imperial.





V. — BENGAL	Cooch Behar-Santabani	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...	7,722	...</
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## SCHEDULE F—concluded.

Statement of Capital Outlay for the year 1897-98—concluded.

CLASSIFICATION OF TOTAL OUTLAY.														
	Final heads of Account.	Suspense Accounts.	GRAND TOTAL.	Deduct— Receipts on Capital Account.	Net Expenditure.	Deduct— Debits to the Indian books by credits to "Expendi- ture in Eng- land" for value of Eng- lish stores received and other items charged off in England.	Net Indian Outlay.	CLASSIFICATION OF TOTAL OUTLAY.						
								34.—Con- struction of Protective Railways.	37.—Con- struction of Railways (charged against Revenue in addition to that under Famine In- surance).	48.—Capital Expenditure on State Railways not charged against Revenue.	Outlay met from deben- tures raised through Compa- nies.			
RAILWAYS.														
PROVINCIAL.														
I.—ASSAM														
{ Jorhat . . . . .	1,999	—1,307	702	...	702	...	702	...	702	...	...	...	...	...
{ Cherra-Compaogunj . . . . .	20	...	20	485	—465	...	—465	...	...	—465	...	...	...	...
	2,019	—1,307	722	485	237	...	237	...	...	237	...	...	...	...
II.—MADRAS . Mayavaram-Mutpet . . . . .	2,761	...	2,761	...	2,761	...	2,761	...	...	2,761	...	...	...	...
III.—BOMBAY . Hyderabad-Shadipalli . . . . .	794	...	794	...	794	...	794	...	...	794	...	...	...	...
TOTAL PROVINCIAL	5,574	—1,307	4,277	485	3,792	...	3,792	...	...	3,792	...	...	...	...
GRAND TOTAL	5,031,573	—410,665	4,620,908	4,427	4,616,481	802,910	3,807,471	...	...	3,792	...	3,623,005	...	980,684



## SCHEDULE G.

## Statement of Capital Outlay from commencement of operations to the end of the year 1897-98.

RAILWAYS.	Final heads of Account.	Deduct—Value of stores received from Guaranteed Companies on purchase of lines by the State.	Suspense Accounts.	GRAND TOTAL.	Deduct—Receipts on Capital Account.	Net Expenditure.	Deduct—Indian books by credits to "Ex-England" for value of English stores received and other items charged off in England.	Net Indian outlay.	CLASSIFICATION OF TOTAL OUTLAY.					Outlay met from debentures raised through Companies.
									34—Construction of Protective Railways.	37—Construction of Railways (charged against Revenue in addition to that under Famine Insurance).	Other expenditure on construction charged against Revenue, including exchange prior to 1884-85.	48—Capital expenditure on State Railways not charged against Revenue.	51—Capital charges involved in redemption of liabilities.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.	£	£	Rx.
I.—INDIA	18,993,670	8,48,751	1,181,280	18,626,199	154,800	18,471,399	12,032,765	6,438,625	...	...	16,759	3,723,108	12,043,440	2,688,083
	12,905,079	...	497,979	13,333,058	27,605	13,305,453	2,834,805	10,470,558	...	...	550,625	11,530,324	...	...
	1,751,592	...	...	1,751,592	1,108	1,750,484	...	1,750,424	...	...	14,060	1,736,355	...	...
	41,827	...	...	41,827	(a) 18,500	23,327	...	23,327	...	...	196	23,131	...	...
	237,124	...	...	237,124	411	236,713	...	236,713	...	131,057	...	103,656	...	...
IMPERIAL.	...	...	23,482	23,482	...	23,482	3,401,403	...	...	...	...	23,482	...	...
	2,596	...	12,509	15,105	252	14,853	...	3,446,550	...	...	762	14,091	...	...
	33,231,888	8,48,751	1,645,250	34,028,387	202,745	33,825,642	18,352,545	15,473,097	1,224,504	131,057	582,411	17,156,147	12,043,440	2,688,083
	503,687	...	...	503,687	4,054	499,633	94,784	404,849	...	...	85,903	413,730	...	...
	141,574	...	44,270	185,844	181	185,663	92,166	88,497	...	...	...	185,663	...	...
II.—CENTRAL PROVINCES	108,251	...	10,885	119,136	10	119,126	28,440	90,680	...	...	...	119,126	...	...
	65,704	...	...	65,704	1	65,703	...	65,703	...	...	...	65,703	...	...
	7,515	...	...	7,515	1	7,514	...	7,514	18,088	...	...	—10,574	...	...
	826,731	...	55,155	881,886	4,247	877,639	220,366	657,243	18,088	...	85,903	773,648	...	...
	7,713,620	...	...	7,713,620	21,830	(b) 7,691,790	1,714,437	5,977,353	...	...	(b) 199,637	7,492,153	...	...
III.—BURMA, Burma	331,651	...	234,604	331,652	...	331,652	...	331,652	...	...	...	331,652	...	...
	2,578,922	...	...	2,813,526	...	2,813,526	...	2,813,526	...	...	...	2,813,526	...	...
	2,910,573	...	234,605	3,145,178	...	3,145,178	...	3,145,178	...	...	...	3,145,178	...	...
	44,682,812	8,48,751	1,935,010	45,759,071	228,822	45,540,249	20,287,378	25,252,871	1,242,592	131,057	867,051	28,567,126	12,043,440	2,688,083
	Carried over													

(a) Contribution by Palampur Durbhar.  
 (b) Excludes Rx. 5,048 re-transferred to 41—Imperial.

## SCHEDULE G—concluded.

Statement of Capital Outlay from commencement of operations to the end of the year 1897-98—concluded.

CLASSIFICATION OF TOTAL OUTLAY.															
RAILWAYS.	Final heads of Account.	Deduct—Value of stores received from Guaranteed Companies on purchase of lines by the State.		Suspense Accounts.	GRAND TOTAL.	Deduct—Receipts on Capital Account.	Net Expenditure.	Deduct—Debits to the Indian books by credits to "Expenditure in England" for value of English stores received and other items charged off in England.	Net Indian Outlay.	34—Construction of Protective Railways.	37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance).	Other expenditure on construction charged against Revenue, including exchange prior to 1884-85.	48.—Capital expenditure on State Railways not charged against Revenue.	51.—Capital charges involved in redemption of liabilities.	Outlay met from debentures raised through Companies.
		Rx.	Rx.												
Brought forward	44,682,812	848,751	1,935,010	45,766,573	225,822	45,540,249	20,287,378	25,252,871	1,212,592	131,057	867,951	28,567,126	12,043,440	2,688,083	
IMPERIAL—continued.															
V.—BENGAL	Rangpur-Dhubri (Teesta-Bridge)	10,847	...	10,847	...	10,847	...	10,847	...	...	...	...	...	...	...
	Cooch Behar-Santra-beri	8,022	...	8,022	...	(b) 8,022	...	8,022	...	...	300	7,722	...	...	...
	Rajbari-Faridpur	56,869	...	56,869	...	56,869	...	56,869	...	...	...	56,869	...	...	...
	Eastern Bengal	9,406,561	...	322,637	9,716,410	51,068	9,664,442	4,137,666	5,526,776	242,995	97,251	214,455	1,569,784	...	...
	Tirhoot	2,604,949	...	2,621,396	2,612,267	9,120	2,612,267	479,385	2,132,881	186,061	...	139,074	...	...	...
	Tirhoot Extensions	373,217	...	231,498	604,715	279	604,436	...	604,436	...	...	3,456	...	...	...
Ranaghat-Bhagwanga	30,271	...	...	30,271	27	30,244	...	30,244	...	...	6,601	23,643	...	...	...
	12,550,736	72,788	570,582	13,048,530	61,493	12,987,127	4,617,052	8,370,075	429,056	97,251	363,786	10,527,250	1,569,784	...	...
VI.—NORTH-WESTERN PROVINCES AND OUDH.															
Oudh and Rohilkhand	12,011,690	330,205	220,684	11,902,169	17,675	11,884,494	11,134,932	749,562	...	...	4,689	1,543,756	10,336,049	...	...
Rae Bareilly-Benares	758,655	...	3,970	762,625	143	762,482	129,491	633,021	...	...	5,284	757,198	...	...	...
Agra-Delhi Chord	6,195	...	...	6,195	2	(6) 6,193	...	6,193	...	...	...	3,020	...	...	...
Lucknow-Bareilly	513,094	...	...	513,094	980	512,114	16,042	495,172	...	...	7,960	145,868	...	...	...
	13,289,634	330,205	224,654	13,184,083	18,800	13,165,283	11,281,335	1,883,948	...	...	21,097	2,449,791	10,336,049	...	...
VII.—PUNJAB															
Jullunder-Hoshiarpur	1,551	...	...	1,551	...	1,551	...	1,551	...	...	...	1,551	...	...	...
Ludhiana-Ferozepore	2,831	...	...	2,831	...	2,831	...	2,831	...	...	...	2,831	...	...	...
North-Western	39,120,258	483,665	760,722	39,397,315	255,788	39,141,527	13,077,225	25,164,302	...	...	...	28,585,239	4,911,621	...	...
Kotri-Rohri	1,208,670	...	756	1,209,426	608	1,208,818	273,090	935,668	...	...	...	1,208,531	...	...	...
Do. Indus Bridge	127,476	...	42,133	169,609	121	169,488	36,068	133,420	...	...	...	169,488	...	...	...
Mari-Attock	1,278,124	...	100,800	1,378,924	1,547	1,377,377	76,877	1,300,500	...	...	...	1,339,468	...	...	...
Lyallpur-Khanewal	31,704	...	99,064	130,768	7	130,761	...	130,761	...	...	...	130,761	...	...	...
Petroleum Operations, Baluchistan	11,920	...	...	11,920	1	11,919	7,092	3,927	...	...	...	11,919	...	...	...
Frontier Railway	3,344	...	435,773	439,117	2	439,115	368,624	70,491	...	...	...	106,067	...	...	...
Reserve Material	...	...	36,776	36,776	...	36,776	...	36,776	...	...	...	36,776	...	...	...
Peshawar Railway	...	...	1,476,024	42,778,237	...	42,530,103	14,739,876	27,780,227	...	...	...	31,592,631	4,911,621	...	...
Reserve Material	41,785,878	483,665	1,476,024	42,778,237	258,134	42,530,103	14,739,876	27,780,227	...	...	...	31,592,631	4,911,621	...	...



VIII.—MADRAS	Godavari Bridge . Iron-	149,073	...	4,931	154,004	226	153,778	...	153,778	...	13,853	...	201,225	28,880	2,071,721	...	...	...	...	153,778	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
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	Rs.
(a) Suspense accounts up to end of 1897-98	61,660
Less—Value of stores in hands of Bengal and North-Western Railway Company on 1st July 1890	45,213
	<u>16,447</u>

Team 41-Imperial.

(b)	Includes Rx.	300	transferred from 4
(c)	"	3,104	"
(d)	"	1,877	"
	Adjustment on account of expenditure on lines transferred to Companies.		

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## SCHEDULE I.

*Statements showing the Financial Results to the State of lines in the hands of Companies other than the old Guaranteed Companies.*

## BENGAL CENTRAL RAILWAY.

YEAR.	INTEREST PAID IN ENGLAND.					Net Traffic receipts accruing to Government (b).	Charge to the State (a-b).
	Sterling payments.	Deduct—Repayments by Company to the Secretary of State in England.	Net charge to State.	Rate of exchange.	Equivalent in Indian currency expressed in Rx. (a).		
	£	£	£	s. d.	Rx.	Rx.	Rx.
1881-82	4,301	2,290	2,011	1 7'895	2,426	...	2,426
1882-83	13,320	3,680	9,640	1 7'522	11,851	...	11,851
1883-84	24,003	2,645	21,358	1 7'536	26,238	...	26,238
1884-85	29,675	202	29,473	1 7'308	36,635	...	36,635
1885-86	24,802	...	24,802	1 6'2541241	32,609	—585	33,194
1886-87	31,448	...	31,448	1 5'44103006	43,275	—8,776	52,051
1887-88	32,542	...	32,542	1 4'89891317	46,216	7,926	38,290
1888-89	35,625	...	35,625	1 4'3790907	52,201	21,242	30,959
1889-90	34,709	35	34,674	1 4'56598718	50,234	27,343	22,891
1890-91	33,750	...	33,750	1 6'08930408	44,778	24,784	19,994
1891-92	33,750	...	33,750	1 4'73333812	48,407	19,110	29,297
1892-93	33,750	...	33,750	1 2'98477785	54,055	24,198	29,857
1893-94	33,750	...	33,750	1 2'54664222	55,683	22,996	32,687
1894-95	33,750	...	33,750	1 1'10054948	61,830	25,944	35,886
1895-96	33,750	...	33,750	1 1'63814874	59,392	32,451	26,941
1896-97	33,750	...	33,750	1 2'45057491	56,053	24,287	31,766
1897-98	33,750	...	33,750	1 3'35391005	52,756	37,050	15,706
TOTAL	500,425	8,852	491,573	...	734,639	257,970	476,669

\* The Finance and Revenue Accounts of the Government of India show the net charge only, and do not exhibit any amount under repayments.

## BENGAL NAGPUR RAILWAY.

YEAR.	INTEREST.					Net Traffic receipts accruing to Government (b).	Charge to the State (a—b).	
	Amount charged in India.	AMOUNT PAID IN ENGLAND.			Total interest, England and India, expressed in Rx. (a).			
		Sterling payments.	Rate of exchange.	Equivalent in Indian currency expressed in Rx.				
	Rx.	£	s.	d.	Rx.	Rx.	Rx.	Rx.
1887-88	...	82,563	1	4'89891317	117,257	117,257	50,716	66,541
1888-89	19,415	161,293	1	4'3790907	236,340	255,755	36,459	219,296
1889-90	19,415	190,091	1	4'56598718	275,394	294,809	70,981	223,828
1890-91	19,415	228,570	1	6'08930408	303,256	322,671	84,510	238,161
1891-92	19,415	249,250	1	4'73333812	357,489	376,904	334,280	42,624
1892-93	19,415	253,500	1	2'98477785	404,410	423,825	292,257	131,568
1893-94	19,415	259,624	1	2'54664222	428,344	447,759	351,185	96,574
1894-95	19,415	260,950	1	1'10054948	478,056	497,471	344,359	153,112
1895-96	19,730	254,700	1	1'63814874	448,213	467,943	328,394	139,549
1896-97	36,869	260,950	1	2'45057491	433,395	470,264	260,378	209,886
1897-98	73,667	271,974	1	3'35391005	425,128	498,795	298,228	200,567
TOTAL	266,171	2,472,465	...		3,907,282	4,173,453	2,451,747	1,721,706

## INDIAN MIDLAND RAILWAY.

1885-86	...	22,263	1 6'2541241	29,271	29,271	...	29,271
1886-87	...	110,323	1 5'44103006	151,811	151,811	1,035	150,776
1887-88	...	118,252	1 4'89891317	167,943	167,943	10,465	157,478
1888-89	...	170,293	1 4'3790907	249,528	249,528	38,642	210,886
1889-90	2,050†	218,654	1 4'56598718	316,775	318,825	80,644	238,181
1890-91	...	242,601	1 6'08930408	321,951	321,951	77,761	244,190
1891-92	...	249,268	1 4'73333812	357,514	357,514	168,457	189,057
1892-93	...	253,441	1 2'98477785	405,918	405,918	152,268	253,650
1893-94	...	255,721	1 2'54664222	421,906	421,906	146,712	275,194
1894-95	...	253,221	1 1'10054948	463,897	463,897	227,244	236,653
1895-96	182	251,970	1 1'63814874	443,409	443,591	169,625	273,966
1896-97	4,309	253,149	1 2'45057491	420,438	424,747	195,776	228,971
1897-98	14,947	251,743	1 3'35391005	393,504	408,451	256,070	152,381
TOTAL	21,488	2,650,959	...	4,143,865	4,165,353	1,524,699	2,640,654

† Interest on overdrawn capital.

## SCHEDULE I—continued.

## SOUTHERN MAHRATTA RAILWAY.

YEAR.	INTEREST.						Net Traffic receipts accruing to Government (b).	Charge to the State (a-b).	
	On outlay by Government on the Bellary-Kistna Railway.	Paid in India.	AMOUNT PAID IN ENGLAND.			Total interest, England and India, expressed in Rx. (a).			
			Sterling payments.	Rate of exchange.	Equivalent in Indian currency expressed in Rx.				
	Rx.	Rx.	£	s.	d.	Rx.	Rx.	Rx.	Rx.
1882-83	42	32,950	...	...	...	...	32,992	...	32,992
1883-84	1,916	85,396	...	...	...	...	87,312	-95	87,407
1884-85	11,255	118,170	...	...	...	...	129,425	61	129,364
1885-86	26,931	289	148,821	1	6'2541241	195,665	222,885	21,516	201,369
1886-87	42,218	347	153,860	1	5'44103006	211,722	254,287	56,721	197,566
1887-88	57,758	378	187,579	1	4'89891317	266,401	324,537	*101,948	222,589
1888-89	66,159	288	219,271	1	4'3790907	321,293	387,770	100,842	286,928
1889-90	66,206	...	231,660	1	4'56598718	335,617	401,823	76,604	325,219
1890-91	66,259	...	239,122	1	6'08930408	317,255	383,514	120,421	263,093
1891-92	66,300	...	229,410	1	4'73333812	329,034	395,334	126,307	269,027
1892-93	66,305	...	220,704	1	2'98477785	353,485	419,790	139,407	280,383
1893-94	66,310	...	222,399	1	2'54664222	366,928	433,238	148,496	284,742
1894-95	66,310	...	223,010	1	1'10054948	408,550	474,860	160,910	313,950
1895-96	66,312	...	221,735	1	1'63814874	390,203	456,515	219,592	236,923
1896-97	66,314	...	221,735	1	2'45057491	368,265	434,579	210,987	223,592
1897-98	66,314	...	222,899	1	3'35391005	348,418	414,732	179,601	235,131
TOTAL	802,939	237,818	2,742,205	...	...	4,212,836	5,253,593	1,663,318	3,590,275

NOTE.—The interest on the capital expended by Government prior to handing the line over to the Company, amounting to Rx. 26,412, is not included in the above statement.

\*Net receipts after deducting the net loss (Rx. 2,338) on the working of the Bellary-Kistna Railway from July to December 1887.

## MYSORE RAILWAY.

YEAR.	INTEREST PAID IN ENGLAND.			Net Traffic receipts accruing to Government (b).	Amounts recovered from the Mysore Durbar (c).	Charge to the State [a - (b + c)].
	Sterling payments.	Rate of exchange.	Equivalent in Indian currency expressed in Rx. (a).			
	£	s. d.	Rx.	Rx.	Rx.	Rx.
1886-87	48,000	1 5'44103006	66,051	17,257	1,584	47,216
1887-88	48,000	1 4'89891317	68,170	9,055	24,764	34,351
1888-89	48,000	1 4'3790907	70,334	11,270	42,768	10,296
1889-90	48,000	1 4'56598718	69,540	10,557	49,012	9,971
1890-91	48,000	1 6'08930408	63,684	26,322	30,505	6,857
1891-92	48,000	1 4'73333812	68,845	31,424	31,567	5,854
1892-93	48,000	1 2'98477785	76,878	52,413	17,883	6,582
1893-94	48,000	1 2'54664222	79,194	36,680	34,054	8,460
1894-95	48,000	1 1'10054948	87,935	37,253	41,694	8,988
1895-96	48,000	1 1'63814874	84,469	51,336	25,252	7,881
1896-97	48,000	1 2'45057491	79,720	49,220	24,052	6,448
1897-98	48,000	1 3'35391005	75,030	56,634	12,990	5,406
TOTAL	576,000	...	889,850	389,421	336,125	164,304

(A) The figures in this column represent the difference between the net receipts and the interest on the actual Capital expenditure, which is recovered from the Mysore Durbar.

(B) The figures in this column represent the interest on the unexpended balance of the paid up Capital, which is retained in the hands of the State.



## SCHEDULE I—concluded.

## LUCKNOW-BAREILLY RAILWAY.

YEAR.	INTEREST				Net Traffic Receipts accruing to Government (b).	Charge to the State (a-b).
	On outlay incurred by Government prior to transfer to Company.	On Company's Capital.	On advances by Government.	Total (a).		
1890-91 <sup>*</sup>	Rx. 5,279†	Rx. ‡	Rx. ‡	Rx. 5,279	Rx. 2,928	Rx. 2,351
1891-92	20,438	3,928	3,511	27,877	23,205	4,672
1892-93	20,485	7,529	3,164	31,178	26,755	4,423
1893-94	20,485	7,695	4,699	32,879	28,740	4,139
1894-95	20,485	8,768	6,257	35,510	38,528	-3,018
1895-96	20,485	8,475	6,051	35,011	27,719	7,292
1896-97	20,485	7,930	7,218	35,633	26,876	8,757
1897-98	20,485	7,751	7,950	36,186	36,404	-218
	148,627	52,076	38,850	239,553	211,155	28,398

\* From 1st January to 31st March 1891.

† One-fourth of interest charged for the year.

‡ Interest charged to Capital during construction.

## ASSAM-BENGAL RAILWAY.

YEAR.	INTEREST						Net Traffic Receipts accruing to Government (b).	Charge to the State (a-b).	
	On outlay from "48" and charged to Part I.	On outlay from "48" and charged to Part II.	AMOUNT PAID IN ENGLAND.			Total England and India expressed in Rx. (a).			
			Sterling payments.	Rate of Exchange.	Equivalent in Indian currency expressed in Rx.				
	Rx.	Rx.	£	s.	d.	Rx.	Rx.	Rx.	Rx.
1891-92	957	...	...	...	...	...	957	...	957
1892-93	1,242	...	26,055	1	2'98477785	41,730	42,972	...	42,972
1893-94	1,909	...	47,089	1	2'54664222	77,690	79,599	...	79,599
1894-95	5,756	14,596	49,473	1	1'10054948	90,634	110,986	...	110,986
1895-96	9,512	35,602	58,773	1	1'63814874	103,427	148,541	9,850	138,691
1896-97	11,582	64,022	67,242	1	2'45057491	111,678	187,282	—1,078	188,360
1897-98	12,834	99,288	71,250	1	3'35391005	111,372	223,494	16,790	206,704
	43,792	213,508	319,882	...	...	536,531	793,831	25,562	768,269

## BURMA RAILWAYS.

YEAR.	INTEREST.					Net Traffic Receipts accruing to Government (b).	Charge to the State. (a—b).	
	On outlay incurred by Government prior to transfer to Company.	AMOUNT PAID IN ENGLAND.			Total England and India expressed in Rx. (a).			
		Sterling payments.	Rate of Exchange.	Equivalent in Indian currency expressed in Rx.				
	Rx.	£	s.	d.	Rx.	Rx.	Rx.	Rx.
1896-97 (from 1st September 1896)	181,590	19,085	1	2'45057491	31,697	213,287	237,454	— 24,167
1897-98 . . . . .	311,186	50,297	1	3'35391005	78,620	389,806	349,496	40,310
	492,776	69,382	...	...	110,317	603,093	586,950	16,143


## Schedule J.

*Statement showing the Charge upon the general Tax-payer in respect of the Construction of Railways in India from 1858-59 to 1897-98.*

	To end of 1896-97.	1897-98.	To end of 1897-98.
<b>REVENUE.</b>			
	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
State Railways—Gross Traffic Receipts . . . . .	217,023,495	19,044,525	236,068,020
Guaranteed Companies—Net Traffic Receipts . . . . .	116,053,241	2,201,392	118,254,633
Subsidised Companies—Repayment of Advances of Interest . . . . .	336,932	14,969	351,901
<b>TOTAL REVENUE . . . . .</b>	<b>333,413,668</b>	<b>21,260,886</b>	<b>354,674,554</b>
<b>CHARGES AGAINST REVENUE.</b>			
<i>Railway Revenue Account.</i>			
State Railways—Working Expenses . . . . .	108,195,025	9,201,202	117,396,227
"    "    Interest at 4%* on Capital Out- lay not charged to Revenue and on debentures discharged . . . . .	40,834,035	3,374,572	44,208,607
"    "    Interest on debt incurred in, or created for, the purchase of Railways . . . . .	17,365,401	1,517,860	18,883,261
"    "    Annuities in purchase of Rail- ways . . . . .	37,691,789	2,676,715	40,368,504
"    "    Interest chargeable against Companies on Advances . . . . .	2,343,382	429,873	2,773,255
"    "    Interest on Capital deposited by Companies . . . . .	11,455,954	1,243,288	12,699,242
Guaranteed Companies—Surplus Profits, etc. . . . .	12,444,147	110,302	12,554,449
"    "    Land and Supervision . . . . .	3,917,845	15,911	3,933,756
"    "    Interest . . . . .	144,836,442	3,377,084	148,213,526
Subsidised Companies—Land and Subsidy . . . . .	597,335	113,760	711,095
"    "    Advances of Interest . . . . .	107,000	...	107,000
Miscellaneous Railway Expenditure . . . . .	1,290,030	16,229	1,306,259
<b>Total Railway Revenue Account . . . . .</b>	<b>381,078,385</b>	<b>22,076,796</b>	<b>403,155,181</b>
<i>Outlay on Construction charged against Revenue.</i>			
Construction of Protective Railways . . . . .	6,550,931	...	6,550,931
Construction of Railways . . . . .	6,506,039	3,792	6,509,831
Other Outlay charged to Construction, including Exchange prior to 1884-85 . . . . .	2,358,794	...	2,358,794
<b>TOTAL CHARGES AGAINST REVENUE . . . . .</b>	<b>396,494,149</b>	<b>22,080,588</b>	<b>418,574,737</b>
Loss, excluding indirect charges . . . . .	63,080,481	819,702	63,900,183
Indirect charges . . . . .	1,861,547	37,525	1,899,072
<b>Loss, including indirect charges . . . . .</b>	<b>64,942,028</b>	<b>857,227</b>	<b>65,799,255</b>

\* Three and half per cent. on Capital outlay on the East Indian Railway from 1st July 1895, and 4½ per cent. on the loan of one crore from Maharaja Holkar for the Holkar Railway.



 *Continuation Sheets of Supplement to the Gazette of India published at Calcutta.*

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

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Weather Review of India for the Week ending at 8 a.m. on  
Saturday, June 10th, 1899.

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The most important meteorological event of the week under review has been the setting in of the rains both in Burma and North-East India and along the west coast. In the former region the setting in of the rains has been accomplished quietly, and it is difficult to say exactly when monsoon rainfall commenced. The southerly winds blowing from the Bay into Burma and thence into Assam and North Bengal, noticed in the last review, have continued steadily during the present week, while the rainfall has got heavier and more general, but the change was carried out by a gradual transition, and there was nothing to mark the actual setting in of the monsoon. On the opposite side of India the winds have been unsteady and the weather changeable, but in this area also there has been an extension of rain which during the week penetrated from the coast into North Bombay and the central parts of India, so that the western or Arabian sea branch of the monsoon, though commencing in a somewhat unsteady manner, was yet fairly well established by the close of the week. In Upper India the winds have been light, the weather fine and the temperature very high, while along the east side of the Peninsula the winds have been fresh from north-west and south-west, and the weather hotter than usual. In Deltaic Bengal there have been very strong southerly winds during the week and some thundershowers, but monsoon rainfall has not up to the present extended to that area.

**Daily Summary.**—*Sunday, June 4th.*—The barometer was changing only slightly. Pressure was highest over the south-east of the Bay and lowest in the West Punjab, and the barometer read higher than usual over both North-Western and North-Eastern India. The winds were variable over the Punjab and on both coasts of the Peninsula, while they were north-westerly over the central parts of the country and southerly in Burma, at the head of the Bay and in Deltaic Bengal. The weather was slightly cloudy with light showers on the west coast and cloudy to overcast with light to moderate general rain over Burma and Assam. The weather was cool over Sind, North Bombay and North Bengal, but was generally hotter than usual elsewhere.

*Monday, June 5th.*—The barometric changes were again wholly unimportant, and the general conditions of pressure were unchanged. There was still a considerable excess of pressure around the north of the Bay and over North-West India. South-westerly winds were reported from Colombo and the Malabar Coast. In other places the winds were generally similar to those reported on the 4th. The sky had become more clouded, and the showers had extended over the west of the Peninsula, while overcast weather and general rain continued over Burma and Assam. The weather was cooler than usual over North-West India and Upper Burma, but was hotter than the average elsewhere—particularly so over the central districts of India.



*Tuesday, June 6th.*—The barometer had fallen over Northern India and risen over the Peninsula. Pressure was lowest over the West Punjab, relatively low over West Bengal and highest in the south of Bay. There was a considerable excess of pressure over the centre of the Bay and a moderate excess over North Bombay. South-westerly winds had extended along the west coast as far north as Goa and very strong southerly winds were reported at the Sandheads, but elsewhere the wind directions were unchanged. The skies were clear and the air very dry over Upper and Central India, but in the west of the Peninsula the weather was overcast and showery, while over Burma, Assam and North Bengal the rainfall had increased. The mean temperature was low for the time of year over the Western desert and parts of Madras, of Burma and of North Bengal, but was excessive in other places, the variation from the normal being as much as  $+10^{\circ}$  at Amraoti.

*Wednesday, June 7th.*—Pressure had been steady and the distribution was unaltered. The winds had become more irregular and unsteady again on the west coast, but the directions were practically unaltered in other parts of the country. Rain continued to fall over the west of the Peninsula and over Burma and North-East India. The amounts were generally lighter than on the 6th, but there were some heavyish amounts, as, for example, 4.70 inches at Akyab, 4.50 inches at Silchar and 3.42 inches at Mangalore. The mean temperature was low for the time of year in North Bombay, Malabar, Burma, Assam and North Bengal, and remained excessive elsewhere. At Seoni and Nagpur the excess was over  $9^{\circ}$ .

*Thursday, June 8th.*—There was again no change to record in the pressure conditions. The winds were very irregular and unsteady along the west coast and much lighter than usual. Some easterly winds were appearing in North Bengal and Bihar. Scattered showers were reported from Western India and light to heavy rain from Burma, Assam and North Bengal. At Silchar 7.54 inches of rain had fallen. The temperature conditions, relatively to the normal, were the same as on the 7th.

*Friday, June 9th.*—Showers of rain had extended to the central districts of India, and these had been followed by a rapid fall of temperature and a brisk to rapid rise of pressure. At the same time the wind had shifted to the southward along the west coast, but these were the only changes of importance. Light to moderately heavy rain continued to be reported from the same districts as on the preceding day. The temperature remained low over Upper Burma, Assam and North Bengal, but the large excess of temperature over the central parts of India had, under the influence of the showers noticed above, disappeared.

*Saturday, June 10th.*—The barometer had risen over Northern and fallen slightly over Southern and Central India. Pressure was lower than usual in the Punjab, about normal over the west of the Peninsula and above the normal elsewhere. Abnormal southerly and south-easterly winds continued along the west coast, but in other places the wind blew from about the average directions. Showery weather had extended and some rain was reported from Khandesh, the central districts of India and West Bengal as well as from the regions from which it was previously reported. The mean temperature had now fallen to below the

normal over the central parts of India and remained low for the time of year in Burma, Assam and East and North Bengal.

**Temperature.**—The mean temperature has, from some unexplained reasons, been low for the time of year over North Bombay, but in all other parts of the country the variation of the mean temperature from the normal has agreed closely with the distribution of rainfall. On most days of the week the rainfall was confined to Burma, Assam and North Bengal on the one hand and to the west coast districts on the other, and in these two regions the heat has been less than usual, while all over Northern and Central India, where the weather has been dry, the heat has been excessive. Towards the close of the week, however, showers extended to the central districts, and the excess of heat at the central stations was turned into a slight deficiency.

The following table gives the mean temperature variation data for the week :

PROVINCE.	JUNE 1899.							Mean variation of week.
	4th	5th	6th	7th	8th	9th	10th	
	°	°	°	°	°	°	°	°
Burma . . . . .	+0.4	-0.2	-0.7	-0.2	-0.3	-1.0	-1.0	-0.4
Assam . . . . .	-0.6	+1.1	-0.5	-4.9	-8.4	-7.9	-8.7	-4.3
Bengal . . . . .	+1.8	+1.8	+1.6	+0.1	+1.5	+1.7	-1.2	+1.0
Orissa . . . . .	+1.1	+0.3	+1.8	+0.1	+2.6	+0.1	+2.9	+1.3
Bihar . . . . .	+3.5	+3.9	+1.0	+3.4	+2.3	+1.8	+0.8	+2.4
Chota Nagpur . . . . .	+6.4	+6.3	+8.2	+7.2	+8.0	+8.9	+8.4	+7.6
N.-W. P. and Oudh . . . . .	+2.2	+2.2	+3.2	+3.7	+5.4	+6.6	+5.2	+4.1
Punjab . . . . .	+1.0	+0.6	+2.1	+3.9	+6.1	+5.9	+7.1	+3.8
Sind . . . . .	-1.7	-1.9	-1.1	-0.9	-0.4	-1.1	-0.8	-1.1
Rajputana . . . . .	+1.1	+0.2	+0.8	+2.5	+3.2	+4.0	+2.5	+2.0
Gujarat . . . . .	-2.1	-1.9	+0.1	-0.4	-0.1	+1.4	-0.5	-0.5
Central India . . . . .	+1.3	+2.2	+4.4	+4.4	+5.3	+5.6	+1.5	+3.5
Central Provinces . . . . .	+5.7	+5.9	+7.3	+7.2	+8.1	+3.7	-0.8	+5.3
Berar . . . . .	+5.0	+7.2	+10.0	+4.4	+7.3	+1.8	-3.8	+4.6
West Coast . . . . .	+1.1	+1.3	+1.0	-0.4	+0.5	+1.4	-0.2	+0.7
Bombay Deccan . . . . .	+2.3	+3.7	+3.3	+1.6	+2.4	+3.0	0	+2.3
Mysore . . . . .	+1.7	+2.7	-2.3	+0.2	+0.9	+1.3	+0.2	+0.7
Madras Coast . . . . .	+2.2	+0.7	-0.7	+1.3	+1.7	+2.3	+1.9	+1.3
Madras Deccan . . . . .	+2.3	+3.2	+1.6	+1.0	+1.6	+1.4	-2.6	+1.2
South India . . . . .	+1.2	+1.0	+1.8	+0.6	+1.2	+2.8	+1.1	+1.4
Mean for whole of India . . . . .	+1.8	+2.0	+2.1	+1.7	+2.4	+2.2	+0.6	+1.8

The mean temperature of the whole country for the whole week was  $1.8^{\circ}$  above the normal. The hottest day was the 8th when the mean temperature was  $2.4^{\circ}$  above the average. On each day of the week the heat was greater than usual for the whole country, but the provincial variations show that the mean temperature was, almost throughout the week, lower than usual in Assam and Sind and about normal in Burma and Gujarat.



The following were the highest maxima reported on each day :

June 4th	.	.	.	.	.	113°3'	at	Lucknow.
" 5th	.	.	.	.	.	114°7'	"	Jacobabad.
" 6th	.	.	.	.	.	116°6'	"	Do.
" 7th	.	.	.	.	.	119°0'	"	Do.
" 8th	.	.	.	.	.	120°0'	"	Do.
" 9th	.	.	.	.	.	119°0'	"	Do.
" 10th	.	.	.	.	.	121°0'	"	Do.

**Rain.**—The rainfall of the week under review occurred under much the same general conditions as last week. Southerly winds from the Bay passed into Burma and then curving round into south-east and east passed into Assam and East and North Bengal. The whole of the region affected by this current received general rain which, though somewhat lighter than usual in Burma, was very heavy in parts of Assam. These south-easterly and easterly winds did not extend much beyond the regions quoted above, and West Bengal, the Gangetic Plain and the greater part of North-West India were under the influence of dry westerly winds, so that, beyond a few light showers in West Bengal, the North-West Provinces and the submontane and hill districts of the Punjab, the weather was fine over the whole of the Gangetic Plain and a large part of North-West India. Along the west coast there has occurred a marked extension in the amount and area of rainfall. On Sunday, the 4th, the only fall was in the extreme south-west, the heaviest fall being 2·31 inches at Cochin, but by the 5th rain had extended northward to Goa and by the close of the week had spread all along the west coast as well as inland over the Deccan, Central India, Berar, the Central Provinces, Khandesh and Gujarat. But though these returns show that the monsoon set in during the week under review, the change was carried out very quietly and gradually, and the rainfall was at no time very heavy, nor was the setting in of the rains accompanied with the burst of unsettled, stormy, weather which ordinarily accompanies this change along the west coast of India and in Ceylon. The rainfall returns show that daily rain occurred throughout the week in Burma and Assam; that in East and North Bengal rain set in steadily and heavily on the 7th, and that in other parts of Bengal there were scattered showers throughout the week; that in Chota Nagpur and Bihar there were showers on the 9th and 10th; that in Malabar rain fell during the whole week and in other parts of the west of the Peninsula rain commenced on the 6th or 7th, and that in the central districts of India rain fell on the 8th, 9th and 10th. Elsewhere the rainfall was unimportant. The table at the close of the summary shows that effective rain was received in thirty-five of the rainfall divisions which included all the Burma divisions, all the Assam divisions, all the Bengal divisions (except South Bihar), the submontane division of the Punjab, all the West Peninsula divisions, all the central divisions (except the central division of the Central Provinces, the west division of Central India and both the Rajputana divisions) and all the East Peninsula divisions (except the central division of the east coast and South Madras). The average actual rainfall in these 35 divisions

ranged from 16·64 inches in the hill division of Assam, 15·03 inches in the Surma division of Assam, 9·77 inches in the North of Bengal and 7·82 inches in Tenasserim, to 0·10 inch in the submontane division of the Punjab. The third column of the table shows that the rainfall during the week has been lighter than usual over the greater part of the country, but particularly so over Malabar, where the setting in of the rains has been so quiet. There have, however, been some exceptions to this general lightness, thus in Upper Burma there has been an excess of 0·58 inch, in the Surma division of Assam of 9·80 inches, in the hill division of Assam of 10·41 inches, in the Brahmaputra division of 2·75 inches, in North Bengal of 5·13 inches, in South-Central Madras of 0·29 inch, in Berar of 0·10 inch, in Kathiawar of 0·39 inch and in Central Madras of 0·15 inch. The deficiency has been greatest in Arakan, Malabar, Coorg and the Konkan, where it ranges between  $3\frac{1}{2}$  inches and 6 inches.

As the present is the first week of a fresh rainfall period, the information given in the three concluding columns of the rainfall table is the same as that given in the first three.

The following were the principal large totals recorded at individual stations during the week:

Burma	.	.	.	Kyaikto (Thaton)	.	.	.	9·05	inches.
				Rathedaung (Akyab)	.	.	.	10·92	"
Assam	.	.	.	Sylhet	.	.	.	22·18	"
				Cheera Poonjee	.	.	.	73·78	"
Bengal	.	.	.	Netrokona (Mymensingh)	.	.	.	11·30	"
				Jalpaiguri (Alipurduara)	.	.	.	29·52	"
				Cooch Behar	.	.	.	24·27	"
West Peninsula	.	.	.	Mangalore	.	.	.	10·65	"
				Karwar	.	.	.	14·24	"



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING JUNE 10TH, 1899.			RAINFALL DATA FROM JUNE 4TH TO JUNE 10TH, 1899.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average nor- mal rainfall, 4th to June 10th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim . . . . .	7'82	9'42	- 1'60	7'82	9'42	- 17
	2. Lower Burma Deltaic. . . . .	3'22	4'50	- 1'28	3'22	4'50	- 28
	3. Central do. . . . .	2'17	3'10	- 0'93	2'17	3'10	- 30
	4. Upper do. . . . .	3'03	2'45	+ 0'58	3'03	2'45	+ 24
	5. Arakan . . . . .	6'26	12'30	- 6'04	6'26	12'30	- 49
BENGAL AND ASSAM	6. Eastern Bengal . . . . .	3'36	4'43	- 1'07	3'36	4'43	- 24
	7. Assam Surma . . . . .	15'03	5'23	+ 9'80	15'03	5'23	+ 187
	8. Do. Hills . . . . .	10'64	6'23	+ 4'41	10'64	6'23	+ 167
	9. Do. Brahmaputra . . . . .	6'27	3'52	+ 2'75	6'27	3'52	+ 78
	10. Deltaic Bengal . . . . .	0'63	2'39	- 1'76	0'63	2'39	- 74
	11. Central do. . . . .	1'24	1'92	- 0'68	1'24	1'92	- 35
	12. North do. . . . .	9'77	4'64	+ 5'13	9'77	4'64	+ 111
	13. Bengal Hills . . . . .	3'65	4'23	- 0'58	3'05	4'23	- 14
	14. Orissa . . . . .	0'23	1'15	- 0'92	0'23	1'15	- 80
	15. Chota Nagpur . . . . .	0'36	1'02	- 0'66	0'36	1'02	- 65
	16. South Bihar . . . . .	0'03	0'39	- 0'36	0'03	0'39	- 92
	17. North do. . . . .	0'19	0'87	- 0'68	0'19	0'87	- 78
NORTH-WESTERN PROVINCES AND ODH.	18. N.-W. P. East . . . . .	0	0'21	- 0'21	0	0'21	- 100
	19. South Oudh . . . . .	0'05	0'22	- 0'17	0'05	0'22	- 77
	20. North do. . . . .	0	0'36	- 0'36	0	0'36	- 100
	21. N.-W. P. Central . . . . .	0	0'17	- 0'17	0	0'17	- 100
	22. Do. West . . . . .	0'01	0'20	- 0'19	0'01	0'20	- 95
	23. Do. East Submontane . . . . .	0	0'37	- 0'37	0	0'37	- 100
	24. Do. West do. . . . .	0	0'37	- 0'37	0	0'37	- 100
	25. Do. Hills . . . . .	0'06	0'84	- 0'78	0'06	0'84	- 90
PUNJAB	26. South-East Punjab . . . . .	0	0'23	- 0'23	0	0'23	- 100
	27. South do. . . . .	0	0'21	- 0'21	0	0'21	- 100
	28. Central do. . . . .	0	0'16	- 0'16	0	0'16	- 100
	29. Punjab Submontane . . . . .	0'10	0'27	- 0'17	0'10	0'27	- 63
	30. Do. Hills . . . . .	0'06	0'81	- 0'75	0'06	0'81	- 93
	31. North Punjab . . . . .	0	0'15	- 0'15	0	0'15	- 100
	32. West do. . . . .	0	0'09	- 0'09	0	0'09	- 100
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	33. Malabar . . . . .	4'00	10'03	- 5'13	4'00	10'03	- 51
	34. Madras South-Central . . . . .	0'83	0'54	+ 0'29	0'83	0'54	+ 54
	35. Coorg . . . . .	1'17	6'23	- 5'06	1'17	6'23	- 81
	36. Mysore . . . . .	0'94	1'05	- 0'11	0'04	1'05	- 10
	37. Konkan . . . . .	1'96	5'62	- 3'66	1'96	5'62	- 65
	38. Bombay Deccan . . . . .	1'15	1'67	- 0'52	1'15	1'67	- 31
	39. Hyderabad North . . . . .	...	...	...	...	...	...
	40. Khandesh . . . . .	0'87	1'46	- 0'59	0'87	1'46	- 40
CENTRAL PROVINCES AND BERAR.	41. Berar . . . . .	1'23	1'13	+ 0'10	1'23	1'13	+ 9
	42. Central Provinces West . . . . .	0'26	1'00	- 0'74	0'26	1'00	- 74
	43. Do. do. Central . . . . .	0'09	0'60	- 0'51	0'09	0'60	- 85
	44. Do. do. East . . . . .	0'10	0'91	- 0'81	0'10	0'91	- 89
BOMBAY (NORTH)	45. Gujarat . . . . .	0'21	0'49	- 0'28	0'21	0'49	- 57
	46. Kathiawar . . . . .	0'60	0'21	+ 0'39	0'60	0'21	+ 186
	47. Sind . . . . .	0	0'02	- 0'02	0	0'02	- 100
	48. Baluchistan Hills . . . . .	0	0	0	0	0	0
RAJPUTANA AND CEN- TRAL INDIA.	49. Central India East . . . . .	0'83	1'27	- 0'44	0'83	1'27	- 35
	50. Rajputana East, Central India West. . . . .	0	0'53	- 0'53	0	0'53	- 100
	51. West Rajputana . . . . .	0	0'20	- 0'20	0	0'20	- 100
MADRAS	52. East Coast North . . . . .	0'33	0'72	- 0'39	0'33	0'72	- 54
	52-A. Do. do. (a) . . . . .	0'70	3'44	- 2'74	0'70	3'44	- 80
	53. Hyderabad South . . . . .	2'29	P	P	2'29	P	P
	54. Madras Central . . . . .	0'46	0'31	+ 0'15	0'46	0'31	+ 48
	55. East Coast Central . . . . .	0'08	0'69	- 0'61	0'08	0'69	- 88
	56. Do. South . . . . .	0'23	0'59	- 0'36	0'23	0'59	- 61
	57. Madras South . . . . .	0	0'38	- 0'38	0	0'38	- 100

W. L. DALLAS,  
for Meteorological Reporter to the  
Government of India.

SIMLA, 15th June, 1899.

M. FINUCANE,  
Offg. Secretary to the Government of India.

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 10th June.*—The rainfall was good on the West Coast and on the Nilgiris; elsewhere there were seasonable scattered showers. The water-supply is generally adequate for the season. Ploughing is general and some sowings are being made. Crops are still standing on a limited area, and are generally in good condition. Pasture is scanty, but fodder is sufficient. Cattle are in normal condition. Prices are generally slightly easier, except in parts of the Circars and the Deccan.

**Bombay.**—*For week ending 15th June.*—Moderate or light rain fell in all districts of the Presidency Proper during the week. The spring crops in one taluqa of Thar and Parkar have been slightly damaged by cyclonic winds. Ploughing and sowing operations are generally progressing. Fodder is sufficient, except in parts of Sind and Baroda territory. Agricultural stock is healthy. Prices have risen in ten and fallen in two districts; elsewhere they are stationary.

**Bengal.**—*For week ending 12th June.*—There was rain in every district of Bengal Proper during the week, but, except in the Eastern and Northern districts, it was generally light. In Bihar, Orissa, and Chota Nagpur only scattered showers are reported. Early rice and jute are nearly all sown and weeding is now going on. Lands are being prepared for the sowing of the autumn and winter rice crops, but rain is required in several parts. Sugarcane promises well. There was a flight of locusts in the Sonthal Parganas, but little or no damage is reported. The locusts in Dacca reported last week are destroying the young paddy plants in the Sadr and Munshiganj sub-divisions. Except for a slight rise in some districts, the price of common rice was generally stationary. \*No want of fodder is reported.

**North-Western Provinces and Oudh.**—*For week ending 14th June.*—Cloudy and unsettled weather prevailed during the week and rain fell in many districts. Harvesting of extra crops is nearly over. Irrigation is being resorted to where necessary. Sugarcane is thriving and is being weeded. A flight of locusts passed over the Allahabad, Hamirpur, and Partabgarh districts, but no damage is reported. Markets are adequately stocked. Fodder is sufficient. Prices show a rise in some districts, but are otherwise either stationary or fluctuating.

**Punjab.**—*For week ending 15th June.*—Rain has fallen in parts of the Umballa, Lahore, Amritsar, and Rawalpindi districts. Harvesting of spring crops is nearly finished. Sugarcane and cotton crops are being weeded. The standing crops are being watered, and ploughings and sowings of other autumn crops are in progress. Rain is badly wanted throughout the Province. The outturn of the spring crops is reported average or below average and that of extra spring crops is also expected to be generally average. The standing crops are fair on irrigated areas. Sugarcane has been slightly damaged by white-ants in Sialkot owing to drought. Cattle are reported to be in poor condition in Delhi and parts of the Hissar and Dera Ismail Khan districts. Fodder is scarce in Hissar, Delhi, Shahpur, parts of Peshawar, and in Dera Ismail Khan, and is sufficient elsewhere. Prices—especially of wheat—are rising in Umballa and Peshawar; falling in Mooltan, Amritsar, Rawalpindi, and Dera Ismail Khan; and are unchanged elsewhere. Wheat is selling from 16½ to 22½, barley 32, gram 20 to 23, maize 28 to 32, great millet 24, bulrush-millet 18 to 23½, and rice 13½ to 14½ seers per rupee.



**Central Provinces.**—*For week ending 13th June.*—The weather was very hot at the beginning of the week, but cloudy and unsettled at its close with heavy falls of rain in Chanda and Bilaspur; elsewhere the fall was moderate to light. In Saugor, Damoh, and Hoshangabad 4,277, 2,300 and 1,005 persons, respectively, are in receipt of village relief; and in the last district 228 persons are in receipt of gratuitous relief. The preparation of land for autumn sowings has been completed in Wardha; almost completed in Betul, Nagpur, and Chanda; and is in progress elsewhere. Sowing operations have begun in the Dhamtari tahsil of Raipur; and sowing of rice is in progress in parts of Mandla, Bhandara, Bilaspur, and Sambalpur. The excessive heat at the beginning of the week has slightly damaged the recent rice sowings in Sambalpur. Locusts appeared in parts of Saugor, but caused no damage. Insufficiency of water and fodder is reported from some districts. Prices show a tendency to rise. The price of wheat, gram, rice, and *juar* has risen in some districts, and has fallen in others. The cheapest prices are—wheat 20, gram 37, rice 21, and *juar* 29 seers per rupee; the dearest prices are—wheat 13 $\frac{3}{4}$ , gram 18, rice 10, and *juar* 18 $\frac{7}{8}$  seers per rupee.

**Burma.**—*For week ending 10th June.*—In Lower Burma ploughing progresses everywhere and sowing has commenced in Pegu, Thongwa, Thaton, and Amherst. In Upper Burma reaping of dry weather paddy has been completed, except in Katha and in parts of Pakòkku. The crop has been damaged by rains or floods in Minbu, the Bhamo sub-division of Bhamo, the Mahlaing township of the Ruby Mines district, and the Legayaing sub-division of Upper Chindwin. Ploughing for and sowing of the early upland crops, early sesamum, and cotton are in progress. Sowing of cotton is completed in the Kyaukpadoing township of Myingyan. Sowing of paddy on hill sides continues in Bhamo, Myitkyina, and the Ruby Mines district, and is finished in the Northern Shan States. Ploughing for early wet weather paddy continues on low lands and sowing has begun in parts. The standing crops are generally promising, except in the Pagan township of Myingyan, where more rain is wanted. Price of paddy has fallen in Rangoon, Akyab, Pegu, Thongwa, Bassein, and Thayetmyo and largely in Tharrawaddy and Amherst. The price has risen in Myingyan; elsewhere it is stationary.

**Assam.**—*For week ending 13th June.*—The weather is rainy and unfavourable for tea. Ploughing for late rice; sowing of early rice; planting of sugarcane; and plucking and manufacture of tea are in progress. Sowing of late rice seedlings continues in Cachar, Darrang, and Lakhimpur. Tea blight is disappearing in Darrang, but is prevalent in Cachar and in parts of Kamrup. Late rice and sugarcane are somewhat damaged by floods in Sylhet. Early rice has been damaged by insects and rain in parts of Nowgong and late rice seedlings by insects in parts of Darrang. Prices—common rice—Silchar and Dhubri 16, Sylhet 19, Gauhati 17, Tezpur, Sibsagar, and Dibrugarh 12, and Nowgong 15 seers per rupee.

**Mysore and Coorg.**—*For week ending 13th June.*—**MYSORE:** Rainfall—40 cents in the Civil and Military station and rain general and good in parts of Hassan and Chitaldrug. Prospects are good. Prices have slightly risen in Kolar, Kadur, and Shimoga. *Ragi (Eleusine coracana)* has been sown in Tumkur and Mysore.

**COORG:**—Rainfall—4 inches 62 cents. Ploughing for rice continues. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 14th June.*—**BERAR:** The weather continues warm and cloudy. Preparation of land for the ensuing rain crop is in progress. Fodder is insufficient in the Wun district. A scarcity of water still prevails. Prices are almost stationary.

**HYDERABAD:** Rainfall during the week—one inch 6 cents. Preparations for autumn sowings are in progress. The winter rice harvest is over. Prices of grain continue steady. Prices—wheat 10, coarse rice 10 $\frac{1}{2}$ , and *jowari* 25 seers per current sicca rupee.

**Central India.**—*For week ending 14th June.*—Rain fell in Indore, Bundelkhand, Bhopawar, and parts of the Bhopal and Malwa Agencies during the week. Agricultural operations have been completed in Gwalior and Bundelkhand and are in progress elsewhere. Agricultural stock and pasturage are in good condition. Prices are above normal in Bundelkhand and normal in other parts of Central India.

• **Rajputana.**—*For week ending 14th June.*—Rainfall—44 cents in Kotah. Agricultural operations are proceeding satisfactorily. Agricultural stock is in fair to good condition, but is getting lean and emaciated in Kherwara. Fodder is scarce throughout the greater part of Rajputana. Prices are rising in Deoli; slightly in Beawar and are steady elsewhere. Fourteen persons emigrated from Ajmere during the week. The total emigration from Merwara to date numbers—4,431. The numbers employed on relief works were—Ajmere 563, Merwara 7,682, and Marwar 974. There are 392 on ordinary works and 246 on gratuitous relief in Ajmere-Merwara. Prices—Ajmere and Beawar not reported; Marwar 15 seers per rupee. Final returns show number on relief works in Merwara last week as 6,235 and not 9,242.

**Kashmir.**—*For week ending 13th June.*—The weather is fine. Rain fell during the week. The prospects of the spring crops are excellent. Prices continue below normal. Rice—27 seers per rupee.

**JAMMU PROVINCE.**—*For week ending 14th June.*—No rain. Prices are generally stationary. Prices—wheat 16 to 19 and maize 25 to 29 seers per rupee. The condition of the standing crops is fair. Sowing of autumn crops is in progress. Fodder is sufficient.

**Nepal.**—*For week ending 10th June.*—Rainfall—1.59 inches. The weather is stormy and showery. Wheat has been harvested and the outturn is good. Rice—9½ seers per rupee.

M. FINUCANE,

*Offg. Secretary to the Government of India.*



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 4TH JUNE 1898, AND FROM 1ST JANUARY TO 3RD JUNE 1899.

N.B.—As regards the figures in column *Total earnings from 1st January 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st-half of 1898.	WEEK ENDING 4TH JUNE 1898.				WEEK ENDING 3RD JUNE 1899.				Earnings from 1st January to 4th June 1898.	Earnings from 1st January to 3rd June 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.													
Standard gauge—													
East Indian	694	1,740	12,06,640	693	1,747	11,98,000	686	2,79,15,902	2,76,54,000	...	2,61,902	...	
Bengal Central	162	125	16,814	135	125	17,700	142	4,63,210	4,50,000	...	13,210	...	
Bengal-Nagpur	181	919	1,35,490	147	1,186	1,46,000	123	36,89,848	40,75,000	3,85,152	...	...	
Indian Midland (incldg. Bhopal-Itarsi)	171	800	1,71,058	214	868	1,29,000	149	30,88,230	32,88,000	1,99,770	...	...	
Bezwada extn. (East Coast State)	191	21	3,447	164	21	3,200	152	96,393	70,400	...	25,993	...	
Washermenpet-Ennur sec. (Bez.-Mad.)	119	9	1,060	118	9	2,400	267	22,993	36,400	13,407	...	...	
Metro gauge—													
Rajputana-Malwa (incldg. G.-R.-Nagda)	264	1,815	6,41,918	354	1,815	4,39,000	242	1,04,55,619	1,07,08,000	2,52,381	...	...	
Palamur-Deesa	44	17	910	54	17	900	53	13,952	15,900	1,948	...	...	
South Indian	161	1,042	1,81,885	175	1,023	1,68,000	164	35,83,111	34,82,000	...	1,01,111	...	
Mayavaram-Mutpet	88	54	5,653	104	54	5,100	94	1,02,456	97,600	...	4,856	...	
Southern Mahratta (incldg. G.-M. Fron. sec.)	103	1,165	1,29,428	111	1,165	1,35,000	116	26,41,014	25,53,000	...	88,014	...	
Mysore section (Southern Mahratta)	107	296	30,923	104	296	23,500	79	7,04,998	4,24,000	...	2,80,998	...	
Bengal and North-Western system	162	865	1,01,461	117	1,082	1,94,000	179	31,16,742	35,65,000	4,48,258	...	...	
Lucknow-Bareilly	106	231	33,116	143	210	30,700	146	5,31,352	5,58,000	26,648	...	...	
Assam-Bengal	90	286	24,333	85	434	28,800	66	5,63,511	7,13,000	1,49,489	...	...	
Burma	223	936	1,36,175	145	936	1,58,000	169	45,82,633	41,14,000	...	4,68,633	...	
TOTAL	266	10,321	28,20,261	273	10,988	26,79,300	244	6,15,71,964	6,18,04,300	2,32,336	...	...	
State lines worked by the State.													
Standard gauge—													
North Western (a)	287	2,886	10,79,779	374	2,962	8,05,000	272	1,82,02,864	1,49,81,000	...	32,21,864	...	
Oudh and Rohilkhand (incldg. m. g. link)	217	1,013	2,45,109	242	1,013	2,34,000	231	44,87,614	48,87,000	3,99,386	...	...	
Eastern Bengal (incldg. metro & 2' 6")	319	818	1,98,390	243	834	2,10,000	252	59,37,043	52,77,000	...	6,60,043	...	
East Coast (b)	116	536	50,715	95	794	84,600	107	13,92,758	18,34,000	4,41,242	...	...	
Special gauges—													
Jorhat	66	25	1,418	45	25	2,500	100	40,211	37,300	...	2,911	...	
Cherra-Companyganj	20	...	...	...	...	(c)	...	(d) 424	(e) 6,400	5,976	...	...	
TOTAL	261	5,278	15,75,111	298	5,628	13,36,100	237	3,00,60,914	2,70,22,700	...	30,38,214	...	
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	544	1,491	7,10,630	477	1,491	6,53,000	438	1,75,60,807	1,78,69,000	3,08,193	...	...	
Bombay, Baroda and Central India	775	461	5,10,273	1,107	461	3,88,000	842	77,04,523	76,44,000	...	60,523	...	
Madras	258	840	1,97,984	236	843	1,96,000	233	47,57,366	40,17,000	...	7,40,366	...	
TOTAL	480	2,792	14,18,887	508	2,795	12,37,000	443	3,60,22,696	2,95,30,000	...	64,896	...	
TOTAL (GUARANTEED AND STATE)	297	18,391	59,14,259	316	19,411	52,52,400	271	12,16,55,574	11,83,57,000	...	31,98,574	...	
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	217	162	30,680	189	162	27,700	171	7,95,293	5,99,000	...	1,96,293	...	
Tarkessur	320	22	5,599	255	22	5,400	245	1,66,146	1,50,000	...	16,146	...	
Southern Punjab (Delhi-Samastota)	75	400	50,603	127	423	31,900	75	5,95,793	5,84,000	...	11,793	...	
Tapti Valley	...	...	...	...	36	2,100	58	...	44,500	44,500	...	...	
Metro gauge—													
Brahmaputra-Sultanpur	...	...	...	...	25	800	32	...	(f) 7,400	7,400	...	...	
Mymensingh-Jamalpur-Jagannathganj	...	...	...	...	33	900	27	...	26,300	26,300	...	...	
Rohilkund and Kumaon (Co.'s sec.)	137	66	12,140	184	66	9,500	144	1,94,745	2,01,000	6,255	...	...	
Segowlie-Baxaul	...	...	...	...	18	700	39	...	(g) 7,400	7,400	...	...	
Bengal Doars	106	36	2,820	78	36	4,100	114	73,403	66,600	...	6,803	...	
Dibru-Sadiya	200	78	15,012	192	78	18,200	233	3,51,004	3,57,000	35,996	...	...	
Ahmedabad-Parantij	59	55	4,178	76	55	5,200	95	69,789	81,400	11,611	...	...	
Special gauges—													
Darjeeling-Himalayan	266	51	13,211	259	51	14,000	275	3,02,013	2,88,000	...	14,013	...	
Barsi	156	21	2,929	139	21	3,900	186	77,631	81,400	6,769	...	...	
TOTAL	135	891	1,37,172	154	1,026	1,24,400	121	26,25,817	25,27,000	...	98,817	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Gooma	31	74	2,828	38	148	8,900	60	47,250	1,14,000	66,750	...	...	
Bhopal-Ujjain	76	114	8,219	72	114	10,300	90	1,89,594	2,29,000	39,406	...	...	
Nagda-Ujjain	86	35	3,731	107	34	2,700	79	63,298	54,500	...	8,798	...	
The Nizam's guaranteed state	235	334	56,913	170	334	66,400	199	17,17,643	16,43,000	...	74,643	...	
The Gaekwar's Petlad	70	13	1,400	108	13	1,400	108	16,548	23,000	6,452	...	...	
Rajputa-Bhatinda	140	108	21,393	198	108	20,500	190	3,29,009	2,70,000	...	59,009	...	
Kolar Gold-fields	408	10	3,695	370	10	1,500	150	88,049	62,000	...	26,049	...	
Metro gauge—													
Yesvantpur-Mysore Fron. sec. (incldg. M.-Nanjangud)	71	66	4,528	69	66	4,200	64	1,01,633	69,400	...	32,233	...	
The Gaekwar's Mehsana	81	93	7,628	82	93	7,400	80	1,53,602	1,55,000	1,398	...	...	
Kolhapur	55	29	2,644	70	29	2,300	79	35,127	46,800	11,673	...	...	
Special gauges—													
The Gaekwar's Dabhoi	58	79	6,545	83	79	5,500	70	95,949	1,03,000	7,051	...	...	
Rajpipla	13	19	750	39	27	900	33	4,763	17,000	12,237	...	...	
Cooch Behar	63	22	1,320	60	34	1,600	47	32,440	31,100	...	1,340	...	
TOTAL	133	996	1,20,994	121	1,089	1,33,600	123	28,74,965	28,17,800	...	57,165	...	
Lines owned & worked by n. states.													
Metro gauge—													
Bhavnagar-Gondal-Junagad-Porbandar	126	334	53,948	162	334	38,800	116	9,37,663	8,90,000	...	47,663	...	
Jetalsar-Rajkot	80	46	3,530	77	46	4,100	89	81,339	89,600	8,261	...	...	
Jamnagar	38	54	1,563	29	54	3,100	57	44,501	51,600	7,099	...	...	
Dhrangadra	...	...	...	...	21	1,500	71	...	32,900	32,900	...	...	
Jodhpore-Bickaneer	66	364	26,110	72	467	39,700	85	5,33,331	8,27,000	2,93,669	...	...	
Odeypore-Chitor	42	60	3,622	60	61	3,400	56	54,192	73,400	19,208	...	...	
Special gauge—													
Morvi	82	94	12,453	132	94	11,100	118	1,60,313	1,87,000	26,687	...	...	
TOTAL	86	952	1,01,226	106	1,077	1,01,700	94	18,11,339	21,51,500	3,40,161	...	...	
GRAND TOTAL	273	21,230	61,73,651	291	22,603	56,12,100	248	12,89,67,635	12,58,53,300	...	31,14,335	...	

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rys.  
(b) Includes Bezwada-Madras ry.  
(c) Closed for traffic.  
(d) From 9th to 31st March 1898.

(e) From 1st January to 31st March 1899.  
(f) From 1st April to 3rd June 1899.  
(g) From 1st March to 3rd June 1899.

SIMLA, the 15th June, 1899.

W. J. McELHINNY, Captain, R.E.,  
Offy. Under Secy. to the Govt. of India.

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. IX of 1899-1900.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total earnings from 1st April 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 4TH JUNE 1898.				WEEK ENDING 3RD JUNE 1899.				Earnings from 1st April to 4th June 1898.	Earnings from 1st April to 3rd June 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Standard gauge—													
East Indian	654	1,740	12,06,640	693	1,747	11,98,000	686	1,20,44,737	1,14,78,000	...	5,66,737		
Bengal Central	183	125	16,814	135	125	17,700	142	1,80,896	1,71,000	...	9,896		
Bengal-Nagpur	139	919	1,35,490	147	1,186	1,46,000	123	17,02,353	15,47,000	...	1,55,353		
Indian Midland (incldg. Bhopal-Itarsi)	155	800	1,71,058	214	868	1,29,000	149	14,26,580	14,54,000	...	27,420		
Bezawada extn. (East Coast State)	155	21	3,447	104	21	3,200	152	42,789	31,200	...	11,589		
Washermenpet-Ennur sec. (Bez.-Mad.)	135	9	1,060	118	9	2,400	267	9,460	18,300	...	8,840		
Metre gauge—													
Rajputana-Malwa (incldg. G.-R.-Nagda)	210	1,815	6,41,918	354	1,815	4,39,000	242	50,80,583	42,93,000	...	7,87,583		
Palampur-Deesa	44	17	910	54	17	900	53	6,724	6,600	...	124		
South Indian	166	1,042	1,81,835	175	1,023	1,68,000	164	15,95,336	15,17,000	...	78,336		
Mayavaram-Mutpet	92	54	5,653	104	54	5,100	94	47,897	45,600	...	4,297		
Southern Mahratta (incldg. G.-M. From sec.)	113	1,165	1,29,428	111	1,165	1,35,000	116	12,57,523	11,70,000	...	87,523		
Mysore section (Southern Mahratta)	123	296	30,923	104	296	23,500	79	2,96,348	1,98,000	...	98,348		
Bengal and North-Western system	147	865	1,01,461	117	1,082	1,94,000	179	13,87,900	17,51,000	...	3,63,100		
Lucknow-Barcilly	81	231	33,116	143	210	30,700	146	2,51,100	2,49,000	...	2,100		
Assam-Bengal	73	286	24,333	85	434	28,800	66	2,29,391	2,65,000	...	35,609		
Burma	186	936	1,36,175	145	936	1,58,000	169	16,50,703	15,11,000	...	1,39,703		
TOTAL	243	10,321	23,20,261	273	10,988	26,79,300	244	2,72,10,320	2,57,03,700	...	15,06,620		
State lines worked by the State.													
Standard gauge—													
North Western (a)	236	2,886	10,79,779	374	2,962	8,05,000	272	80,13,119	64,38,000	...	15,75,119		
Odish and Rohilkhand (incldg. m. g. link)	195	1,013	2,45,109	242	1,013	2,34,000	231	20,91,965	22,81,000	...	1,89,035		
Eastern Bengal (incldg. metre & 2' 6")	362	818	1,98,890	243	834	2,10,000	252	21,60,539	20,95,000	...	65,539		
East Coast (b)	106	536	50,715	95	794	84,600	107	5,73,063	8,13,000	...	2,39,337		
Metre gauge—													
Jorhat	69	25	1,118	45	25	2,500	100	14,727	14,400	...	327		
Cherra-Companyganj	44	...	...	...	...	(c)	...	...	(c)	...	...		
TOTAL	235	5,278	15,75,111	298	5,628	13,36,100	237	1,28,54,013	1,16,41,400	...	12,12,613		
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	381	1,491	7,10,630	477	1,491	6,53,000	438	81,84,722	65,05,000	...	16,79,722		
Bombay, Baroda and Central India	586	461	5,10,273	1,107	461	3,88,000	842	43,31,905	31,95,000	...	11,36,905		
Madras	261	840	1,97,984	236	843	1,96,000	233	20,43,723	17,00,000	...	3,43,723		
TOTAL	379	2,792	14,18,887	508	2,795	12,37,000	443	1,45,60,350	1,17,06,000	...	28,54,350		
TOTAL (GUARANTEED AND STATE)	262	18,391	58,14,259	316	19,411	52,52,400	271	5,46,24,683	4,90,51,100	...	55,73,583		
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	207	162	30,680	189	162	27,700	171	2,93,870	2,55,000	...	38,870		
Tarkessur	278	22	5,599	255	22	5,400	245	72,782	63,900	...	8,882		
Southern Punjab (Delhi-Samastata)	42	400	50,603	127	423	31,900	75	3,66,177	2,85,000	...	81,177		
Tapti Valley	...	...	...	...	36	2,100	58	...	22,200	...	22,200		
Metre gauge—													
Brahmaputra-Sultanpur	...	...	...	...	25	800	32	...	7,400	...	7,400		
Mymensingh-Jamalpur-Jagannathganj	...	...	...	...	33	900	27	...	9,700	...	9,700		
Rohilkund and Kumaon (Co.'s sec.)	121	66	12,140	184	66	9,500	144	1,01,722	86,000	...	15,722		
Segowlie-Raxaul	...	...	...	...	18	700	39	...	5,400	...	5,400		
Bengal Doonars	149	36	2,820	78	36	4,100	114	28,137	28,300	...	163		
Dibru-Sadiya	198	78	15,012	192	78	18,200	233	1,51,145	1,55,000	...	3,855		
Ahmedabad-Parantij	45	55	4,178	76	55	5,200	95	40,041	37,600	...	2,441		
Metre gauge—													
Darjeeling-Himalayan	274	51	13,211	250	51	14,000	275	1,60,244	1,44,000	...	16,244		
Barsi	125	21	2,929	139	21	3,900	186	33,999	31,500	...	2,499		
TOTAL	147	891	1,37,172	154	1,026	1,24,400	121	12,48,117	11,31,000	...	1,17,117		
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonna	26	74	2,828	38	148	8,900	60	22,307	51,500	...	29,193		
Bhopal-Ujjain	61	114	8,219	72	114	10,300	90	83,767	98,100	...	14,333		
Nagda-Ujjain	60	35	3,731	107	34	2,700	79	31,819	25,000	...	6,819		
The Nizam's Guaranteed State	211	334	56,913	170	334	66,400	199	7,60,060	6,50,000	...	1,10,060		
The Gaekwar's Petlad	84	13	1,400	108	13	1,400	108	10,647	11,500	...	853		
Rajpura-Bhatinda	122	108	21,393	198	108	20,500	190	1,44,283	1,32,000	...	12,283		
Kolar Gold-fields	402	10	3,695	370	10	1,500	150	35,929	21,000	...	14,929		
Metre gauge—													
Yesvantpur-Mysore From. sec. (incldg. M.-Nanjangud)	84	66	4,528	69	66	4,200	64	45,689	33,800	...	11,889		
The Gaekwar's Mehsana	71	93	7,628	82	93	7,400	80	74,446	68,100	...	6,346		
Kolhapur	57	29	2,044	70	29	2,300	79	17,227	18,900	...	1,673		
Metre gauge—													
The Gaekwar's Dabhoi	51	79	6,545	83	79	5,500	70	51,451	52,400	...	949		
Rajpipla	11	19	750	39	27	900	33	2,504	7,900	...	5,396		
Cooch Behar	54	22	1,320	60	34	1,600	47	12,700	15,200	...	2,500		
TOTAL	120	996	1,20,994	121	1,089	1,33,600	123	12,92,849	11,85,400	...	1,07,449		
Lines owned & worked by n. states.													
Standard gauge—													
Bhavnagar-Gondal-Junagad-Portbandar	97	334	53,948	162	334	38,800	116	5,26,918	3,71,000	...	1,55,918		
Jetalsar-Rajkot	82	46	3,530	77	46	4,100	89	38,811	38,400	...	411		
Jamnagar	38	54	1,563	29	54	3,100	57	23,230	23,700	...	470		
Dhrangadra	...	...	...	...	21	1,500	71	...	14,800	...	14,800		
Jodhpore-Bikaner	62	364	26,110	72	467	39,700	85	2,34,849	3,36,000	...	1,01,151		
Odeypore-Chitor	38	60	3,622	60	61	3,400	56	27,917	31,700	...	3,783		
Metre gauge—													
Morvi	83	94	12,453	132	94	11,100	118	87,476	84,200	...	3,276		
TOTAL	75	952	1,01,226	106	1,077	1,01,700	94	9,39,201	8,99,800	...	39,401		
GRAND TOTAL	243	21,230	61,73,651	291	22,603	56,12,100	248	5,81,04,850	5,22,67,300	...	58,37,550		

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rys.

(b) Includes Bezawada-Madras ry.

(c) Closed for traffic.

W. J. McELHINNY, Captain, R.E.,

Offg. Under Secy. to the Govt. of India.

SIMLA, the 15th June, 1899.



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**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE 1st HALF OF MAY 1898 AND 1899.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	34.78	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	24.52	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	26.9	...	50.38	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	...	...	25.4	...	38.1	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	29.37	...	...	...	...	...	...	...	...	...
Bassein . . . . .	...	...	27.95	...	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Henzada . . . . .	...	...	25.4	...	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	29.63	...	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	...	...	31.23	...	34.97	...	...	...	...	...	8.04	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	29.76	...	...	...	...	...	...	...	18.94	...
<i>Arakan—</i>												
Kyaukpyn . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	25	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brahmaputra—</i>												
Goalpara . . . . .	...	20	25.75	35	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	20	...	...	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	27.5	40	...	...	...	...	...	...	...	...
Dacca . . . . .	...	...	18.75	36.25	25	28.75	...	...	7.5	17.5	...	...
<i>Deltaic—</i>												
Midnapur . . . . .	...	...	23.12	30	...	...	...	...	...	...	...	...
Calcutta . . . . .	...	...	30	32.5	27.5	37.5	...	...	20	25	18.75	22.5
<i>Central—</i>												
Bardwan . . . . .	...	...	23.75	30	...	...	...	...	...	...	...	...
Pabna . . . . .	...	...	22.19	35.47	21.25	31.41	...	...	...	...	...	...
<i>Northern—</i>												
Rangpur . . . . .	...	...	21.25	32.5	27.5	40	...	...	...	...	...	...
<i>Orissa—</i>												
Cuttack . . . . .	...	...	22.5	27.81	23.75	40	...	...	...	...	...	...
<i>Bihar, south—</i>												
Patna . . . . .	...	...	19.06	25	19.87	30	...	...	13.12	15.94	8.75	20.94
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	24.22	28.75	22.5	28.75	...	...	13.12	18.59	...	...
Muzaffarpur . . . . .	...	...	27.5	30.73	23.44	28.44	...	...	15.31	17.66	...	...
<b>N. W. Provinces—</b>												
<i>Eastern—</i>												
Benares . . . . .	16.46	22.92	27.45	39.48	22.86	27.66	25.73	31.82	15	13.33	...	...
<i>Central—</i>												
Cawnpore . . . . .	17.4	21.61	26.67	34.79	21.61	29.11	26.2	32.03	15.68	18.8	...	16.67
Jhansi . . . . .	12.19	21.09	32.03	37.19	24.22	27.5	28.75	31.56	14.06	15.1	14.06	15.47
<i>Western—</i>												
Meerut . . . . .	...	...	33.53	...	21.04	28.12	24.69	...	16.67	18.75	...	...
Agra . . . . .	...	...	37.5	42.19	24.06	30.78	...	...	16.25	16.72	16.25	...
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	...	...	...	...	19.63	27.24	...	...	11.93	15.96	...	...
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow . . . . .	14.37	21.67	29.58	38.12	21.61	28.34	26.67	33.33	14.79	16.3	19.8	19.74
<i>Northern—</i>												
Fyzabad . . . . .	14.79	18.8	33.33	...	21.87	27.66	...	...	14.84	18.38	11.72	16.72

\* The figures under "Rice, husked" represent the prices of common rice.

(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAGI.		MAIZE.		GRAM.		ARHAR DÁL.		GHI.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
...	...	...	...	...	...	...	...	...	...	...	...	Burma—
...	...	...	...	...	...	57.61	...	...	...	...	...	Tenasserim—
...	...	...	...	...	...	85.75	...	50.83	...	...	...	Mergui.
...	...	...	...	...	...	...	...	...	...	...	...	Tavoy.
...	...	...	...	...	...	...	...	...	...	...	...	Moulmein and Amherst.
...	...	...	...	...	...	28.57	...	37.21	...	...	...	Pegu (deltaic)—
...	...	...	...	...	...	...	...	...	...	...	...	Bangoon.
...	...	...	...	...	...	37.66	...	...	...	...	...	Thongwa.
...	...	...	...	...	...	...	...	...	...	...	...	Bassein.
...	...	...	...	...	...	38.1	...	60.42	...	...	...	Pegu (inland)—
...	...	...	...	...	...	26.46	...	...	...	...	...	Henzada.
...	...	...	...	...	...	...	...	...	...	...	...	Toungoo.
...	...	...	...	9.86	...	19.17	...	33.57	...	...	...	Upper Burma—
...	...	...	...	...	...	...	...	...	...	...	...	Mandalay.
...	...	...	...	...	...	...	...	...	...	...	...	Bamo.
...	...	...	...	...	...	23.36	...	32.15	...	...	...	Pakokku.
...	...	...	...	...	...	...	...	...	...	...	...	Arakan—
...	...	...	...	...	...	38.1	...	53.33	...	...	...	Kyaukpyn.
...	...	...	...	...	...	...	...	...	...	...	...	Akyab.
...	...	...	...	...	...	...	...	...	...	...	...	Assam—
...	...	...	...	...	...	...	...	...	...	...	...	Brahmaputra—
...	...	...	...	...	...	...	...	...	...	...	...	Goalpara.
...	...	...	...	...	...	...	...	...	...	...	...	Gauhati.
...	...	...	...	...	...	27.5	38.75	37.5	...	430	400	Bengal—
...	...	...	...	...	...	22.5	33.12	27.5	32.5	350	350	Eastern—
...	...	...	...	...	...	...	...	...	...	...	...	Chittagong.
...	...	...	...	...	...	...	...	...	...	...	...	Dacca.
20	30	...	...	15	21.25	20	25	27.5	35	335	...	Deltic—
...	...	...	...	...	...	...	...	...	...	320	340	Midnapur.
...	...	...	...	...	...	18.75	27.5	25	32.5	330	340	Calcutta.
...	...	...	...	...	...	16.41	25.31	31.25	30.25	470	400	Central—
...	...	...	...	...	...	...	...	...	...	...	...	Bardwan.
...	...	...	...	15	20	17.5	30	40	52.5	350	360	Patna.
...	...	...	...	...	...	20.31	26.56	17.19	23.44	370	360	Northern—
...	...	...	...	...	...	...	...	...	...	...	...	Rangpur.
...	...	...	...	8.75	16.87	14.06	19.06	20	...	280	300	Orissa—
...	...	...	...	...	...	...	...	...	...	...	...	Cuttack.
...	...	...	...	14.22	17.5	15	22.5	30	...	340	330	Bihar, south—
...	...	...	...	...	20	18.12	...	25	33.28	320	320	Patna.
...	...	...	...	...	...	...	...	...	...	...	...	Bihar, north—
...	...	...	...	...	...	...	...	...	...	...	...	Bhagalpur.
...	...	...	...	...	...	...	...	...	...	...	...	Muzaffarpur.
...	...	...	...	...	...	14.01	20.21	22.08	26.98	355.42	345.1	N.-W. Provinces—
...	...	...	...	...	...	...	...	...	...	...	...	Eastern—
...	...	...	...	...	...	16.3	19.74	15.99	25.78	290.88	290.88	Benares.
14.06	17.76	...	...	12.19	15.42	16.51	17.6	19.69	31.35	267.5	285	Central—
...	...	...	...	...	...	...	...	...	...	...	...	Cawnpore.
...	...	...	...	...	...	21.04	22.5	...	...	320	...	Jhansi.
19.37	...	...	...	...	...	19.69	18.75	24.37	26.25	290	290.34	Western—
...	...	...	...	...	...	15.99	20	...	...	325	320	Meerut.
...	...	...	...	...	...	...	...	...	...	...	...	Agra.
...	...	...	...	...	...	...	...	...	...	...	...	Submontane, west—
...	...	...	...	...	...	...	...	...	...	...	...	Shahjahanpur.
16.67	21.15	...	...	12.86	17.03	16.51	21.82	15.36	...	315	320	Oudh—
21.04	...	...	...	13.44	17.34	16.3	20.88	20.47	...	366.56	290.78	Southern—
...	...	...	...	...	...	...	...	...	...	...	...	Lucknow.
...	...	...	...	...	...	...	...	...	...	...	...	Northern—
...	...	...	...	...	...	...	...	...	...	...	...	Fyzabad.



## WHOLESALE PRICES FOR THE 1st HALF OF MAY 1898 AND 1899—continued.

DISTRICTS.	GUR.		SALT.		TOBACCO LEAF.		TURMERIC.		GRASS.		STRAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Burma—</b>												
<b>Tenasserim—</b>												
Mergui . . . . .	...	...	11-31	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	22-54	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	25-09	...	...	...	...	...	...	...	...	...
<b>Pegu (deltaic)—</b>												
Rangoon . . . . .	...	...	19-05	...	...	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	20-39	...	...	...	...	...	...	...	...	...
Bassein . . . . .	...	...	22-61	...	...	...	...	...	...	...	...	...
<b>Pegu (inland)—</b>												
Benrada . . . . .	...	...	34-97	...	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	24-81	...	...	...	...	...	...	...	...	...
<b>Upper Burma—</b>												
Mandalay . . . . .	...	...	20-25	...	...	...	...	...	...	...	...	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	24-71	...	...	...	...	...	...	...	...	...
<b>Arakan—</b>												
Kyaukpyn . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	30-77	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<b>Brahmaputra—</b>												
Goalpara . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<b>Eastern—</b>												
Chittagong . . . . .	50	58-75	35	37-5	100	110	...	...	...	...	...	...
Dacca . . . . .	55	60	35-62	37-5	60	65	...	...	2-5	2-5	...	...
<b>Deltaic—</b>												
Midnapur . . . . .	{ 47-5 to 50 }	51-25	35	41-25	{ 65 and 72-5 }	{ 57-5 and 63-75 }	...	...	...	...	2-5	1-48
Calcutta . . . . .	46-25	48-75	33-75	34-37	60	60	...	...	8-38	8-38	6-25	6-25
<b>Central—</b>												
Bardwan . . . . .	30	50	32-5	33-75	...	...	...	...	...	...	2-19	3-75
Pabna . . . . .	40	40	38-75	39-06	75	70	...	...	...	...	7-5	10
<b>Northern—</b>												
Rangpur . . . . .	45	60	40	45	80	60	...	...	3-75	12(a)	5	12(a)
<b>Orissa—</b>												
Cuttack . . . . .	47-5	57-5	30	30	45	50	...	...	5-57	5-56	5	2-83
<b>Bihar, south—</b>												
Patna . . . . .	25	37-5	35	35	30	30	...	...	3-75	3-75	3-12	3-12
<b>Bihar, north—</b>												
Bhagalpur . . . . .	35	38-75	38-75	36-25	40	40	...	...	...	...	...	...
Muzaffarpur . . . . .	...	...	33-18	36-25	80	100	...	...	...	...	...	...
<b>N.-W. Provinces—</b>												
<b>Eastern—</b>												
Benares . . . . .	27-66	43-59	...	...	...	...	...	...	...	...	...	...
<b>Central—</b>												
Cawnpore . . . . .	34-79	34-79	...	...	50	55	110	97-5	...	...	...	...
Jhansi . . . . .	40	50	...	...	...	...	...	...	...	...	...	...
<b>Western—</b>												
Meerut . . . . .	28-54	...	...	...	...	...	...	...	...	...	...	...
Agra . . . . .	35	45	...	...	...	...	...	...	...	...	...	...
<b>Submontane, west—</b>												
Shahjahanpur . . . . .	...	...	...	...	...	...	{ 110 and 112-5 }	{ 105 and 110 }	...	...	...	...
<b>Oudh—</b>												
<b>Southern—</b>												
Lucknow . . . . .	...	44-43	...	...	115	70	70	...	3-33	4-01	...	...
<b>Northern—</b>												
Fyzabad . . . . .	...	35	...	...	123-12	...	...	...	...	2-81	...	...

(a) Per bundle.





## WHOLESALE PRICES FOR THE 1st HALF OF MAY 1898 AND 1899—continued.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Rajputana—</b>												
<i>Eastern—</i>												
Ajmere . . . . .	33.33	33.33	...	...	29.63	33.33	...	...	21.00	20	22.19	18.12
<b>Panjab—</b>												
<i>Southern—</i>												
Ferozpur . . . . .	15.16	20	40	66.67	20	26.67	26.67	33.33	12.5	15.83	16.67	21.04
<i>Central—</i>												
Lahore . . . . .	16.98	24.84	34.74	42.08	19.27	26.25	22.81	30.31	14.17	15.26	19.74	22.08
<i>South-eastern—</i>												
Delhi . . . . .	21.04	25	30.78	36.35	21.04	29.63	27.6	34.79	15.99	15.99	19.06	18.18
<i>Submontane—</i>												
Amritsar . . . . .	18.18	25	34.79	44.43	18.59	26.25	21.04	29.11	10.83	16.67	20.52	...
<i>Northern—</i>												
Rawalpindi . . . . .	16.67	14.79	46.72	53.18	23.44	26.25	26.56	30.16	13.75	13.44	14.37	14.79
<i>Western—</i>												
Multan . . . . .	12.08	13.8	24.27	27.55	23.18	31.98	29.06	36.35	17.76	18.18	15.36	23.49
<b>Sind and Biluchistan—</b>												
Karachi . . . . .	...	...	...	...	30	40	...	...	19.06	...	...	...
Shikarpur . . . . .	...	...	...	...	25.31	32.81	...	...	...	17.5	...	...
Quetta . . . . .	...	...	...	...	25 to 27.5	36.41	60	65	19.69	25	18.75	21.09
<b>Bombay—</b>												
<i>Deccan—</i>												
Dharwar . . . . .	...	...	...	...	22.92	...	...	...	...	...	12.76	19.48
Sholapur . . . . .	...	...	...	...	23.85	...	...	...	...	...	19.22	24.43
Poona . . . . .	...	...	...	...	31.2	...	...	...	...	...	...	...
<i>Khandesh—</i>												
Ahmadnagar . . . . .	33.33	...	...	...	25.12	...	...	...	...	...	15.16	...
Dhulia . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Gujarat—</i>												
Surat . . . . .	...	...	...	...	29.53	39.63	...	...	...	...	16.56	23.8
Ahmadabad . . . . .	...	...	35	...	32.5	39.27	...	...	...	...	...	...
<b>Central Provinces—</b>												
<i>Western—</i>												
Nagpur . . . . .	...	...	28	29	28	34	33.31	38.06	...	...	16.31	21.19
<i>Central—</i>												
Jubbulpore . . . . .	22.19	22.19	23.5	26.62	22.75	33.31	27.56	38.06	...	...	17.37	17.75
<i>Eastern—</i>												
Raipur . . . . .	17	...	22	29	21	33.25	30	44	...	...	...	...
<b>Berar—</b>												
Basim . . . . .	...	...	...	...	27.68	38.39	...	53.33	...	...	10.58	19.23
Ellichpur . . . . .	...	...	66.67	66.66	36.36	44.44	44.44	...	...	...	14.81	19.05
Amrāoti . . . . .	...	...	40	44.37	33.33	44.37	40	50	...	...	12.5	18.12
<b>Madras—</b>												
<i>South, central—</i>												
Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	20.1	26.9
Salem . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	15.5	20
Cuddapah . . . . .	17.8	26.4	33.6	39.2	...	...	...	...	...	...	15.3	22.9
Karnul . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>East Coast, central—</i>												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>East Coast, south—</i>												
Madras . . . . .	17.3	31.1	31.3	40.8	...	...	...	...	...	...	...	...
Tanjore . . . . .	18.9	23.7	34.7	47.1	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Southern—</i>												
Madura . . . . .	...	...	...	...	...	...	...	...	...	...	23	29.2
<b>Mysore—</b>												
Mysore . . . . .	22.69	32.91	34.74	43.2	33.31	48.93	63.08	54.81	...	...	...	14.62
Bangalore . . . . .	14.51	19.6	37.33	50.33	32.67	50.44	35.63	47.04	...	...	14.79	29.51

(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAGI.		MAIZE.		GRAM.		ARHAR DÁL.		GHI.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
												<b>Rajputana—</b>
25	25	...	...	20	20	25	24.37	...	...	320	336.87	<i>Eastern—</i> Ajmere.
												<b>Panjab—</b>
20	20	...	...	12.5	15.99	18.18	18.18	36.35	57.13	310	340	<i>Southern—</i> Ferozpur.
18.96	22.19	...	...	13.02	14.06	19.74	24.37	29.58	41.04	320	336.87	<i>Central—</i> Lahore.
20	17.4	...	...	14.79	17.4	20.47	20.52	27.6	33.33	320	345.94	<i>South-eastern—</i> Delhi.
...	...	...	...	...	...	17.4	19.17	...	...	...	...	<i>Submontane—</i> Amritsar.
17.34	19.06	...	...	14.37	17.34	21.56	22.19	30	50	278.28	320	<i>Northern—</i> Rawalpindi.
17.4	18.18	...	...	13.33	21.04	21.3	21.87	...	...	320	355.52	<i>Western—</i> Multan.
												<b>Sind and Biluchistan—</b>
23.12	...	...	...	...	...	26.25	...	...	...	350	400	Karachi.
17.03	19.69	...	...	...	...	21.09	20.16	...	...	313.12	...	Shikarpur.
...	...	...	...	22.5	26.72	...	...	37.5	55	320	360	Quetta.
												<b>Bombay—</b>
...	...	...	...	...	...	...	...	...	...	...	...	<i>Deccan—</i>
18.85	...	...	...	...	...	21.67	...	20.78	...	...	...	Dharwar.
23.91	28.28	...	...	...	...	26.82	...	...	...	...	...	Sholapur.
...	...	...	...	...	...	...	...	...	...	...	...	Poona.
19.9	...	...	...	...	...	...	...	...	...	258.33	...	<i>Khandesh—</i>
20.68	14.95	...	...	...	...	...	...	27.5	...	...	...	Ahmadnagar.
...	...	...	...	...	...	...	...	...	...	...	...	Dhulia.
23.75	...	...	...	...	...	...	...	...	...	...	...	<i>Gujarat—</i>
...	...	...	...	...	...	...	...	...	...	...	...	Surat.
...	...	...	...	...	...	...	...	...	...	...	...	Ahmadabad.
												<b>Central Provinces—</b>
...	...	...	...	...	...	20	25	21	27	333.31	366.62	<i>Western—</i> Nagpur.
...	...	...	...	...	...	16.60	22.19	...	...	285	280	<i>Central—</i> Jubbulpore.
...	...	...	...	...	...	16	23	...	...	290	320	<i>Eastern—</i> Raipur.
												<b>Berar—</b>
20	30.76	...	...	...	...	28.57	34.78	25	33.33	360	320	Básim.
13.91	...	...	...	...	...	25	31.75	26.67	28.75	290	325	Ellichpur.
...	...	...	...	...	...	...	...	...	...	...	...	Amráoti.
												<b>Madras—</b>
18.9	19.1	...	...	...	...	31.3	40	...	...	380.4	400	<i>South, central—</i>
...	...	15.4	22.4	...	...	...	...	...	33.2	308.2	334.1	Coimbatore.
...	...	...	...	...	...	...	...	...	...	...	...	Salem.
17.2	20.2	...	...	...	...	26.4	40	17.7	...	238.1	380.4	<i>Central—</i>
...	...	...	...	...	...	...	...	...	...	246.7	333.3	Bellary.
...	...	...	...	...	...	...	...	...	...	...	...	Cuddapah.
...	...	...	...	...	...	...	...	...	...	...	...	Karnul.
...	...	14.1	25.9	...	...	...	...	19.6	31.4	...	...	<i>East Coast, central—</i> Nellore.
...	...	...	...	...	...	28.2	46	...	...	296.3	329.1	<i>East Coast, south—</i>
...	...	16.1	24.9	...	...	...	...	...	...	...	...	Madras.
...	...	...	...	...	...	...	...	...	...	...	...	Tanjore.
...	...	...	...	...	...	...	...	...	...	...	...	Trichinopoly.
25.5	...	...	...	...	...	...	...	25.6	33.1	...	...	<i>Southern—</i> Madura.
												<b>Mysore—</b>
...	...	19.59	19.71	...	...	14.28	27.71	60.34	76.93	342.5	346.62	Mysore.
...	...	15.07	22.87	...	...	17.42	33.32	35.63	47.04	342.5	377.02	Bangalore.



## WHOLESALE PRICES FOR THE 1st HALF OF MAY 1898 AND 1899—concluded

DISTRICTS.	GUR.		SALT.		TOBACCO LEAF.		TURMERIC.		GRASS.		STRAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Rajputana—</b>												
<i>Eastern—</i>												
Ajmere . . . . .	44.43	50	...	...	...	...	...	...	10	5	10	5
<b>Panjab—</b>												
<i>Southern—</i>												
Ferozpur . . . . .	...	...	...	...	50	50	133.33	114.27	3.33	3.28	4.01	3.28
<i>Central—</i>												
Lahore . . . . .	...	...	...	...	57.13	57.13	12.24	123.07	10	10	3.8	4.01
<i>South-eastern—</i>												
Delhi . . . . .	...	...	...	...	80	80	114.27	114.27	7.97	6.67	7.97	6.67
<i>Submontane—</i>												
Amritsar . . . . .	...	...	...	...	...	...	114.27	...	...	...	3.65	3.54
<i>Northern—</i>												
Rawalpindi . . . . .	...	...	...	...	40	40	133.33	100	6.67	5	5	5
<i>Western—</i>												
Multan . . . . .	...	...	...	...	100	100	145.42	123.33	3.59	3.07	4.01	3.96
<b>Sind and Biluchistan—</b>												
Karachi . . . . .	60	...	...	...	150	...	100	...	15.99	...	...	...
Shikarpur . . . . .	34.53	37.5	...	...	...	...	...	...	...	...	...	...
Quetta . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bombay—</b>												
<i>Deccan—</i>												
Dharwar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Sholapur . . . . .	52.34	...	...	...	...	...	...	...	...	...	...	...
Poona . . . . .	46.61	72.81	...	...	...	...	...	...	...	...	...	...
<i>Khandesh—</i>												
Ahmadnagar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Dhulia . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Gujarat—</i>												
Surat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ahmadabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
<i>Western—</i>												
Nagpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Jubbulpore . . . . .	...	...	39	38.56	62.5	60	120	120	...	...	...	...
<i>Eastern—</i>												
Raipur . . . . .	...	...	38	43	120	180	90	95	...	...	...	...
<b>Berar—</b>												
Basim . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ellichpur . . . . .	...	...	...	...	200	200	130	85	4	4	...	...
Amraoti . . . . .	...	...	...	...	120	180	140	125	31(a)	25(a)	...	...
<b>Madras—</b>												
<i>South, central—</i>												
Coimbatore . . . . .	54.4	56.9	...	...	...	...	...	100	...	...	2.5	2.5
Salem . . . . .	...	...	...	...	124.1	137.3	65.2	68.5	...	...	6.4	6.6
<i>Central—</i>												
Bellary . . . . .	39.6	47.6	...	...	...	...	...	...	...	...	2.5	...
Cuddapah . . . . .	...	...	...	...	...	...	62.6	55	...	...	...	...
Karnul . . . . .	...	...	...	...	39.5	66.7	65.8	61.5	...	...	...	...
<i>East Coast, central—</i>												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	2.6	4.4
<i>East Coast, south—</i>												
Madras . . . . .	42	57.6	...	...	148.1	131.7	75.7	57.6	...	...	...	...
Tanjore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	118.3	118.3	...	...	...	...	...	...
<i>Southern—</i>												
Madura . . . . .	...	...	...	...	106.8	116.8	...	...	...	...	4.3	4.3
<b>Mysore—</b>												
Mysore . . . . .	68.56	68.56	...	...	374	374	116.87	101.29	10.71	12.23	7.14	7.14
Bangalore . . . . .	40.67	55.69	...	...	342.5	342.75	137	85.69	7.61	16.67	10	12.5

(a) Per 100 pullies weighing on an average 158 lbs.

(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

JAWAR STALKS.		BHUSA.		SHEEP, PER SCORE.		GOATS, PER SCORE.		PLOUGH BULLOCKS, PER PAIR.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
3.33	5	...	...	140	140	...	...	80	80	Rajputana— Eastern— Ajmere.
...	15	...	...	50	50	...	...	75	75	Panjab— Southern— Ferozpur.
...	...	...	...	100	100	...	...	112.5	105	Central— Lahore.
10	4.43	...	...	60	60	...	...	125	125	South-eastern— Delhi.
...	...	...	...	...	...	...	...	...	...	Submontane— Amritsar.
6.67	6.67	...	...	60	60	...	...	60	60	Northern— Rawalpindi.
10	6.67	...	...	50	50	...	...	70	70	Western— Multan.
...	...	...	...	...	...	...	...	...	...	Sind and Biluchistan— Karachi. Shikarpur.
...	...	7.5	8.75	40 to 140	40 to 140	...	...	...	...	Quetta.
...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dharwar. Sholapur. Poona.
...	...	...	...	...	...	...	...	...	...	Khandesh— Ahmadnagar. Dhulia.
...	...	...	...	...	...	...	...	...	...	Gujarat— Surat. Ahmadabad.
...	...	...	...	...	...	...	...	...	...	Central Provinces— Western— Nagpur.
...	...	...	...	40	40	...	...	42	30	Central— Jubbulpore.
...	...	...	...	...	...	...	...	...	...	Eastern— Raipur.
...	...	...	...	...	...	...	...	...	...	Berar— Basim. Ellichpur. Amraoti.
4	3	...	...	50	60	...	...	60	50	Madras— South, central— Coimbatore. Salem.
2.5	2.25(a)	...	...	55	50	...	...	90	90	
...	...	...	...	80	80	80	80	...	...	Central— Bellary. Cuddapah. Karnul.
...	...	...	...	60	100	60	100	70	120	East Coast, central— Nellore.
...	...	...	...	55	55	55	55	...	...	East Coast, south— Madras. Tanjore. Trichinopoly.
...	...	...	...	80	72.5	80	72.5	...	...	Southern— Madura.
...	...	...	...	...	...	...	...	40	40	Mysore— Mysore. Bangalore.
3.29	2.63	...	...	100	100	...	...	70	70	
...	...	...	...	90	160	...	...	130	130	

(a) Per 100 pullies weighing on an average 748 lbs.

J. E. O'CONOR,  
Director-General of Statistics.J. F. FINLAY,  
Secretary to the Government of India.FINANCE AND COMMERCE DEPARTMENT  
June 23, 1899.

B



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE 1st HALF OF MAY 1899. (*The figures represent*

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Andropogon sorghum).		BAJRA OR CUMBU (Pennisetum typhoidum).	
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Best sort,		Common.		Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
					Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.				
Burma—												
Tenasserim—												
Mergui . . . . .	...	...	...	...	10 10	10 10	11 5	11 5	...	...	...	...
Tavoy . . . . .	...	...	...	...	13 7	13 7	15 13	15 13	...	...	...	...
Moulmein and Amherst . . . . .	7 —	7 —	...	...	10 3	10 3	12 3	12 3	...	...	...	...
Pegu (deltaic)—												
Pegu . . . . .	...	...	...	...	10 2	10 2	14 3	14 3	...	...	...	...
Rangoon . . . . .	9 12	9 12	...	...	12 —	11 12	15 4	15 —	...	...	...	...
Thongwa . . . . .	...	...	...	...	11 5	11 3	13 2	12 1	...	...	...	...
Bassein . . . . .	...	...	...	...	12 6	11 14	13 9	13 9	...	...	...	...
Pegu (inland)—												
Tharawadi . . . . .	...	...	...	...	11 11	11 11	14 —	14 —	...	...	...	...
Henzada . . . . .	...	...	...	...	10 11	9 15	14 11	14 11	...	...	...	...
Prome . . . . .	...	...	...	...	9 9	10 5	13 15	13 4	...	...	...	...
Toungoo . . . . .	...	...	...	...	11 3	11 3	12 6	12 6	...	...	...	...
Thayetmyo . . . . .	11 2	12 13	...	...	11 3	11 3	14 2	14 8	24 8	32 10	...	...
Upper Burma—												
Mandalay . . . . .	11 3	11 —	...	...	11 3	11 9	12 1	12 1	44 12	44 12	...	...
Bamo . . . . .	...	...	...	...	13 —	13 —	17 —	17 —	...	...	...	...
Pakokku . . . . .	...	...	...	...	10 10	9 2	12 12	12 12	19 13	18 8	...	...
Meiktila . . . . .	...	...	...	...	13 2	13 2	15 5	15 5	...	...	...	...
Arokan—												
Sundoway . . . . .	...	...	...	...	15 9	15 9	18 4	18 4	...	...	...	...
Kyaukpau . . . . .	...	...	...	...	11 8	11 4	13 5	12 4	...	...	...	...
Akyab . . . . .	...	...	...	...	14 —	14 —	15 —	15 —	...	...	...	...
Assam—												
Burma—												
Sylhet . . . . .	...	...	...	...	15 8	14 14	21 7	18 6	...	...	...	...
Cachar . . . . .	7 9	8 —	...	...	8 —	8 —	16 —	16 —	...	...	...	...
Hill tracts—												
Khasi and Jaintia Hills . . . . .	6 6	6 4	...	...	6 4	6 —	7 6	7 2	...	...	...	...
Garo Hills . . . . .	...	...	...	...	...	4 8	20 —	20 —	...	...	...	...
Manipur . . . . .	...	...	...	...	28 —	30 —	34 —	36 —	...	...	...	...
Brahmaputra—												
Goalpara . . . . .	30 —	30 —	...	...	6 —	6 —	18 —	16 —	...	...	...	...
Kamrup . . . . .	10 —	10 —	...	...	10 8	10 —	14 8	15 —	...	...	...	...
Darrang . . . . .	9 —	9 —	...	...	10 8	11 —	13 8	13 8	...	...	...	...
Nowgong . . . . .	...	...	...	...	5 12	5 12	15 —	15 —	...	...	...	...
Sibsagar . . . . .	...	...	...	...	6 4	6 —	12 8	12 —	...	...	...	...
Lakhimpur . . . . .	9 —	8 8	...	...	6 8	6 8	14 —	14 —	...	...	...	...
Bengal—												
Eastern hill tracts—												
Naga Hills . . . . .	...	...	...	...	...	5 —	12 —	12 —	...	...	...	...
Eastern—												
Backerganj . . . . .	...	...	...	...	14 —	14 —	15 —	15 —	...	...	...	...
Noakhali . . . . .	...	...	...	...	11 —	11 —	16 —	16 —	...	...	...	...
Chittagong . . . . .	...	...	...	...	12 —	12 —	14 —	14 8	...	...	...	...
Tippera . . . . .	...	...	...	...	10 —	10 —	17 13	17 13	...	...	...	...
Dacca . . . . .	14 —	14 —	32 —	32 —	13 —	13 —	19 —	19 —	...	...	...	...
Maimensingh . . . . .	13 8	12 8	10 —	10 —	16 —	16 —	20 —	20 —	...	...	...	...
Deltaic—												
Khulna . . . . .	...	...	...	...	16 —	16 —	19 —	19 —	...	...	...	...
24-Parganna . . . . .	...	...	...	...	10 —	10 —	14 —	13 12	...	...	...	...
Midnapur . . . . .	17 8	18 —	...	...	12 —	12 —	17 8	17 8	...	...	...	...
Howrah . . . . .	...	...	...	...	10 4	10 8	13 12	14 —	...	...	...	...
Calcutta . . . . .	13 —	12 4	17 12	17 12	8 —	8 —	12 4	12 4	18 13	17 12	16 12	16 —
Hooghly . . . . .	14 —	14 —	...	...	8 —	8 —	14 —	14 —	...	...	...	...
Nadia (Krishnagar) . . . . .	17 12	17 12	29 1	26 11	6 2	6 2	15 4	15 9	...	...	...	...
Jessore . . . . .	10 —	10 —	16 —	16 —	14 —	11 —	20 —	16 —	...	...	...	...
Faridpur . . . . .	20 —	...	19 8	...	5 8	5 8	18 8	19 —	...	...	...	...

*the number of sers (of 80 tolas) and chittacks sold for one rupee.)*

MARUA OR RAGI ( <i>Eleu- sine cora- cana</i> ).		KANONI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADJAN PRA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	...	...	...	...	...	...	18 14	18 14	Burma—
...	...	...	...	6 9	6 9	...	...	...	...	16 14	16 14	Tenasserim—
...	...	...	...	9 5	9 5	...	...	7 —	7 —	14 —	14 —	Mergui.
...	...	...	...	...	...	...	...	...	...	...	...	Tavoy.
...	...	...	...	...	...	...	...	...	...	...	...	Moulmein and Amherst.
...	...	...	...	11 2	11 2	20 8	20 8	9 —	9 —	14 —	14 —	Pegu (deltaic)—
...	...	...	...	13 —	13 —	...	...	10 4	10 —	20 —	19 12	Pegu.
...	...	...	...	...	...	...	...	...	...	16 2	16 2	Rangoon.
...	...	...	...	9 13	9 7	...	...	...	...	15 15	15 15	Thongwa.
...	...	...	...	...	...	...	...	...	...	...	...	Bassein.
...	...	...	...	8 8	8 8	...	...	...	...	14 4	14 4	Pegu (inland)—
...	...	...	...	9 15	9 15	...	...	5 11	5 11	10 —	10 —	Tharawadi.
...	...	...	...	14 —	14 14	...	...	9 6	7 —	14 3	14 3	Benzada.
...	...	...	...	13 10	13 10	...	...	...	...	14 3	14 3	Prome.
...	...	...	...	16 —	16 —	37 9	37 9	12 —	11 —	14 8	14 8	Toungoo.
...	...	...	...	...	...	...	...	...	...	...	...	Thayetmyo.
...	...	...	...	20 2	18 12	37 11	33 —	9 5	9 10	16 15	16 —	Upper Burma—
...	...	...	...	6 —	6 —	...	...	6 8	6 8	9 —	9 —	Mandalay.
...	...	...	...	17 2	17 2	...	...	10 15	6 7	14 3	14 3	Bamo.
...	...	...	...	17 8	17 8	28 7	56 14	5 —	5 —	14 4	14 4	Pakokkn.
...	...	...	...	...	...	...	...	...	...	...	...	Meiktila.
...	...	...	...	...	...	...	...	...	...	18 10	16 9	Arakan—
...	...	...	...	...	...	...	...	...	...	19 2	20 —	Sandoway.
...	...	...	...	10 —	10 —	...	...	7 —	7 —	12 —	10 —	Kyaukpyn.
...	...	...	...	...	...	...	...	...	...	...	...	Akyab.
...	...	...	...	...	...	...	...	...	...	...	...	Assam—
...	...	...	...	16 —	13 4	...	...	11 6	11 4	10 —	10 4	Surma—
...	...	...	...	10 10½	10 10½	...	...	10 10½	9 2½	9 2½	8 —	Sylhet.
...	...	...	...	...	...	...	...	...	...	...	...	Cachar.
...	...	...	...	8 10	8 2	16 —	16 2	6 9	6 4	7 6	7 2	Hill tracts—
...	...	...	...	8 —	8 —	...	...	6 —	6 —	6 8	6 8	Khasi and Jaintia Hills.
...	...	...	...	...	...	...	...	3 —	3 —	4 —	4 —	Garo Hills.
...	...	...	...	...	...	...	...	...	...	...	...	Manipur.
...	...	...	...	13 —	13 —	...	...	11 —	11 —	10 —	10 —	Brahmaputra—
...	...	...	...	16 —	17 —	...	...	10 —	11 —	10 —	10 —	Goalpara.
...	...	...	...	12 —	12 —	...	...	10 —	10 —	10 —	10 —	Kamrup.
...	...	...	...	9 —	9 —	...	...	9 —	9 —	9 —	9 —	Darrang.
...	...	...	...	8 —	10 —	...	...	9 —	9 —	9 —	9 —	Nowgong.
...	...	...	...	13 —	13 —	...	...	10 —	10 —	8 —	8 —	Sibsagar.
...	...	...	...	...	...	...	...	...	...	...	...	Lakhimpur.
...	...	...	...	...	...	...	...	...	...	...	...	Bengal—
...	...	...	...	4 8	4 8	...	...	4 8	4 8	4 8	4 8	Eastern hill tracts—
...	...	...	...	...	...	...	...	...	...	...	...	Naga Hills.
...	...	...	...	14 —	15 —	...	...	...	...	10 —	10 —	Eastern—
...	...	...	...	12 8	12 8	...	...	...	...	9 —	9 —	Backerganj.
...	...	...	...	12 8	12 8	...	...	10 —	9 8	10 8	10 8	Noakhali.
...	...	...	...	...	...	...	...	...	...	9 —	9 —	Chittagong.
...	...	...	...	16 —	16 —	...	...	13 —	13 —	10 —	10 —	Tippera.
...	...	...	...	20 —	19 —	...	...	10 8	10 8	10 —	10 —	Dacca.
...	...	...	...	...	...	...	...	...	...	...	...	Maimensingh.
...	...	...	...	20 —	16 —	...	...	11 —	10 —	10 —	10 —	Deltaic—
...	...	...	...	18 —	18 4	...	...	13 2	13 4	11 —	11 —	Khulna.
...	...	...	...	21 —	21 —	...	...	13 —	14 —	11 4	11 4	24-Parganas.
...	...	...	...	16 —	16 —	...	...	13 4	13 4	10 8	10 8	Midnapur.
...	...	10 —	10 —	17 12	17 12	22 —	20 —	13 —	12 4	11 —	10 —	Howrah.
...	...	...	...	18 —	18 —	...	...	11 —	11 —	10 —	10 —	Calcutta.
...	...	...	...	29 1	29 1	...	...	12 5	12 5	11 10	11 10	Hooghly.
...	...	...	...	18 —	18 —	...	...	12 —	12 —	10 —	10 —	Nadia (Krishnagarh).
...	...	...	...	25 —	26 —	...	...	...	...	10 —	10 —	Jessore.
...	...	...	...	...	...	...	...	...	...	10 —	10 —	Faridpur.



## RETAIL PRICES FOR THE 1st HALF OF MAY 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR OHOLUM ( <i>Andropogon</i> <i>sorghum</i> ).		BAJRA OR CUMBU ( <i>Pennisetum</i> <i>typhoides</i> ).	
					Best sort.		Common.					
	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.
<b>Bengal—continued.</b>												
Central—												
Bankura . . . . .	16 —	16 —	20 —	20 —	13 4	13 4	18 12	17 8	...	...	...	...
Bardwan . . . . .	17 —	17 —	...	...	14 —	14 —	16 8	16 8	...	...	...	...
Birbhum . . . . .	18 —	18 —	...	...	15 —	15 —	18 —	18 —	...	...	...	...
Murshidabad . . . . .	17 — and 19 —	18 — and 20 —	32 —	31 8	15 —	13 —	17 —	17 8	...	...	...	...
Santhal Parganas . . . . .	14 —	14 —	25 —	25 —	14 8	13 —	21 —	21 —	...	...	...	...
Pabna . . . . .	18 12	21 —	35 —	35 —	7 —	7 —	18 —	18 —	...	...	...	...
Bogra . . . . .	15 —	16 8	...	...	14 —	15 —	21 12	22 8	...	...	...	...
Rajshahi . . . . .	18 —	20 10	34 8	37 8	15 —	15 12	17 4	18 —	...	...	...	...
Malda . . . . .	21 —	...	...	...	12 —	11 —	19 —	19 —	...	...	...	...
Northern—												
Rangpur . . . . .	12 8	12 —	...	...	10 —	9 —	18 —	18 —	...	...	...	...
Dinajpur . . . . .	16 —	16 —	16 —	16 —	13 —	13 —	19 —	21 14	...	...	...	...
Jalpaiguri . . . . .	16 —	17 —	...	...	5 —	5 —	15 —	15 —	...	...	...	...
Hills—												
Darjeeling . . . . .	7 —	9 —	8 —	10 —	5 8	5 8	15 —	14 —	...	...	...	...
Orissa—												
Puri . . . . .	13 2	13 2	...	...	8 6	11 —	17 2	15 6	...	...	...	...
Cuttack . . . . .	16 12	14 7	...	...	10 8	10 8	16 6	16 6	...	...	...	...
Balasore . . . . .	16 —	16 —	10 —	10 —	13 —	13 —	17 — to 18 —	17 —	...	...	...	...
Chotu-Nagpur—												
Singbhum . . . . .	14 —	12 —	...	...	16 —	16 —	20 —	20 —	...	...	...	...
Manbhum . . . . .	14 —	14 —	32 —	32 —	12 8	13 —	20 —	21 8	28 —	...	...	...
Lorhādaga . . . . .	8 — to 16 —	8 — to 16 —	22 —	22 —	8 — to 12 —	8 — to 13 —	18 —	20 —	...	...	...	...
Palāmau . . . . .	18 9	19 11	28 11	30 6	16 13	17 —	18 9	18 9	...	...	...	...
Hazāribāgh . . . . .	14 8	15 —	22 8	26 8	9 —	8 —	17 12	17 —	...	...	...	...
Bihār, south—												
Monghyr . . . . .	20 —	21 —	30 —	31 8	11 —	11 8	13 —	14 12	...	...	...	...
Gaya . . . . .	19 8	19 8	32 8	32 8	9 4	9 —	18 —	18 —	23 —	21 4	...	...
Patna . . . . .	20 —	18 —	30 —	28 —	15 —	15 —	20 8	20 —	45 —	40 —	...	...
Shahabad . . . . .	18 —	18 — and 19 —	25 —	27 — and 28 —	8 — and 9 —	9 — and 9 8	13 — to 17 —	15 — to 18 —	...	...	...	...
Bihār, north—												
Purnea . . . . .	20 —	20 —	...	...	15 —	15 —	16 —	18 —	...	...	...	...
Bhāgalpur . . . . .	17 12	17 12	30 4	30 4	14 —	14 —	16 8	16 8	...	...	...	...
Darbhanga . . . . .	16 —	16 —	21 —	26 8	9 4	8 12	12 8	13 —	...	...	...	...
Muzaffarpur . . . . .	16 —	16 —	25 —	25 —	7 8	7 8	14 —	14 —	...	...	...	...
Saran . . . . .	17 8	17 8	27 —	26 —	8 —	8 —	16 —	16 —	...	...	...	...
Champaran . . . . .	16 —	15 —	30 —	31 —	6 8	6 8	12 —	12 8	...	...	...	...
<b>N.-W. Provinces—</b>												
Eastern—												
Mirzapur . . . . .	17 8	17 8	27 —	27 —	11 —	11 —	14 —	15 —	30 —	30 —	26 —	26 —
Benares . . . . .	16 10	16 10	25 12	25 12	8 4	8 4	13 5 1/2	13 5 1/2	...	...	21 15	21 15
Ghazipur . . . . .	16 2	16 6	22 14	22 12	7 10	7 10	13 10	13 10	22 12	22 12	20 4	20 4
Jaunpur . . . . .	19 —	18 —	29 —	28 —	7 —	7 —	14 —	14 8	...	...	...	...
Allahabad . . . . .	15 12	15 4	24 12	25 —	9 —	9 —	12 —	12 —	...	22 —	...	23 —
Central—												
Banda . . . . .	16 8	17 —	23 —	23 —	6 —	6 —	13 —	13 4	25 —	25 —	25 —	25 —
Fatehpur . . . . .	18 —	17 8	26 —	26 —	11 8	11 8	14 —	14 —	...	...	...	...
Hamirpur . . . . .	17 4	17 —	20 8	23 —	8 —	8 —	12 —	12 —	25 4	25 4	25 4	25 4
Jalsun . . . . .	18 —	17 —	25 —	26 —	8 —	8 —	12 —	12 —	26 —	26 —	26 —	26 —
Cawnpore . . . . .	18 —	17 8	25 —	24 8	...	...	13 —	13 —	...	26 8	...	24 —
Jhānsi . . . . .	16 4	16 8	27 8	28 —	8 8	8 8	12 4	12 4	28 —	28 8	28 —	28 —
Etawah . . . . .	18 12	18 12	24 4	24 8	5 —	5 —	13 —	13 —	25 8	27 8	20 8	21 8
Farukhabad . . . . .	18 6	18 12	27 4	31 4	5 2	4 12	12 15	12 12	...	...	...	...
Mainpuri . . . . .	19 4	19 4	26 8	26 8	...	...	11 —	10 8	24 8	24 8	27 8	28 8
Etah . . . . .	20 8	20 4	30 —	30 —	4 8	4 8	13 —	13 —	...	...	...	...
Western—												
Meerut . . . . .	18 8	18 4	24 —	24 —	5 —	5 —	12 —	12 —	16 —	20 —	19 —	21 —
Agra . . . . .	16 4	16 8	22 —	23 8	8 —	8 —	12 —	12 —	24 4	24 4	20 4	20 4
Muttra . . . . .	18 2	18 12	26 4	27 12	7 12	7 12	13 2	13 4	24 8	24 8	23 4	23 —
Aligarh . . . . .	19 —	19 —	25 —	25 8	5 8	5 8	...	...	...	...	...	...
Bulandshahr . . . . .	20 7	20 8	27 8	28 —	5 —	5 —	12 —	12 —	25 —	24 —	23 —	23 —
Submontane, east—												
Ballia . . . . .	17 —	17 —	25 —	28 —	9 —	9 —	15 —	15 —	...	...	...	...
Azamgarh . . . . .	17 11	17 11	26 14	26 14	8 14	8 14	14 4	14 4	...	...	...	...
Gorakhpur . . . . .	17 8	18 —	27 —	28 —	11 10	12 6	15 4	15 10	29 6	23 10	18 —	19 10
Basti . . . . .	21 —	20 —	30 —	30 —	10 —	10 —	16 4	16 4	...	...	...	...

represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MAEUA OR RAGI ( <i>Eleu- sine ceyra- cana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR BUNAGA ( <i>Cicer aristinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CAJAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	15 —	15 —	...	...	13 12	13 12	10 —	10 —	Bengal—continued.
...	...	...	...	21 —	24 —	...	...	16 —	16 —	12 4	12 4	Central—
...	...	...	...	25 8	25 4	...	...	15 —	15 —	10 8	10 8	Bankura.
...	...	...	...	26 10	26 —	...	...	16 —	16 —	10 10	11 —	Dardwan.
...	...	...	...	24 —	24 —	30 —	30 —	24 —	24 —	10 —	10 —	Birbhum.
...	...	...	...	21 —	24 —	...	...	12 8	12 8	9 12	9 12	Murshidabad.
...	...	...	...	22 8	24 —	...	...	...	9 12	8 1	9 12	Santhal Parganas.
...	...	...	...	30 —	31 14	...	...	18 12	24 —	9 12	9 12	Pabna.
...	...	...	...	30 —	35 —	...	...	15 —	15 —	10 —	9 8 and 10 —	Bogra.
...	...	...	...	22 —	20 —	24 —	20 —	9 —	9 —	9 —	9 —	Rajshahi.
...	...	...	...	21 —	21 —	...	...	13 —	13 —	12 —	12 —	Malda.
...	...	...	...	20 —	21 —	...	...	12 —	12 —	10 —	10 —	Northern—
14 —	14 —	...	...	13 —	11 —	24 —	24 —	8 —	8 —	8 —	8 —	Rangpur.
...	...	...	...	15 12	15 12	...	...	10 8	13 2	13 —	13 2	Dinajpur.
...	...	...	...	19 1*	18 6*	...	...	22 5	21 —	10 12	10 12	Jalpaiguri.
...	...	...	...	16 —	16 —	...	...	11 —	10 8	11 8	11 4	Hills—
...	...	...	...	19 —	16 —	...	...	13 —	10 8	11 8	11 4	Darjeeling.
...	...	...	...	14 —	12 —	...	...	12 —	12 —	7 —	7 —	Orissa—
...	...	...	...	18 —	20 —	...	...	14 —	14 —	10 —	10 —	Puri.
...	...	...	...	17 —	17 —	...	...	12 —	12 —	9 8	9 8	Cuttack.
33 —	33 —	...	...	18 —	18 —	28 —	28 —	13 —	13 —	9 8	9 8	Balasoro.
29 —	31 —	...	...	26 —	27 —	28 —	27 —	18 9	23 10	9 —	8 12	Chota-Nagpur—
28 —	30 —	...	...	20 —	21 —	24 —	24 —	20 —	12 8	9 —	9 —	Singbhum.
...	...	...	...	28 —	28 9	25 —	25 —	13 —	13 12	10 —	10 —	Manbhum.
...	...	14 —	13 8	26 8	26 —	...	...	16 —	16 —	10 —	10 —	Lohardaga.
...	...	19 —	20 —	29 —	30 —	45 —	45 —	19 —	20 —	11 —	11 —	Palamau.
...	...	...	...	27 —	28 —	...	...	26 —	26 —	10 8	10 8	Hazaribagh.
...	...	...	...	28 —	29 —	...	...	27 —	27 —	10 8	10 8	Bihar, south—
...	...	...	...	26 —	27 —	...	...	11 —	11 —	10 8	10 8	Monghyr.
...	...	...	...	26 8	26 8	28 —	28 —	13 4	13 4	10 —	10 —	Gaya.
27 8	28 —	...	...	20 8	21 —	26 —	25 —	21 —	21 —	10 —	10 8	Patna.
25 —	25 —	...	...	22 8	28 —	...	...	15 —	16 —	11 4	11 8	Shahabad.
...	...	17 —	...	24 8	26 —	24 —	27 —	18 —	18 —	10 12	10 12	Bihar, north—
...	...	...	...	21 8	21 8	22 —	23 —	14 —	14 —	10 8	10 8	Purnea.
...	...	...	...	27 —	27 —	30 —	30 —	20 —	18 —	10 —	10 —	Bhagalpur.
...	...	16 —	16 —	27 —	27 —	...	...	17 8	17 8	10 6†	10 6†	Darbhanga.
...	...	16 1	16 1	27 —	27 —	...	...	17 12	17 12	9 4	9 4	Muzaffarpur.
...	...	15 4	15 4	27 2	27 2	...	...	21 —	21 —	11 4	11 4	Saran.
...	...	...	...	26 8	26 8	...	...	17 8	17 8	10 —	10 8	Champaran.
...	...	22 —	22 —	25 —	25 8	...	...	...	...	...	...	N-W. Provinces—
...	...	...	...	25 12	27 8	...	...	18 —	18 —	10 12	10 12	Eastern—
...	...	...	...	24 8	25 12	...	...	19 —	19 —	10 12	10 12	Mirzapur.
...	...	...	...	25 8	25 12	...	...	16 —	16 —	11 —	11 —	Benares.
...	...	...	...	26 —†	27 —	...	...	16 —	16 —	11 —	11 —	Ghazipur.
...	...	...	...	24 —	23 12	30 —	31 —	19 8	19 —	11 12	11 12	Jaunpur.
...	...	24 —	24 —	24 —	22 12	33 —	33 —	19 8	19 8	11 —	11 —	Allahabad.
...	...	...	...	23 4	24 4	25 8	27 8	20 —	20 —	11 4	11 4	Central—
22 —	22 —	14 —	14 —	21 2	24 4	...	...	17 1†	17 —	10 15	10 15	Banda.
...	...	...	...	23 8	22 8	32 8	32 8	17 8	17 8	11 —	11 —	Fatehpur.
...	...	...	...	23 8	24 4	...	...	16 —	17 8	11 8	11 8	Hamirpur.
...	...	...	...	...	13 8	28 —	30 —	14 8	14 8	11 4	11 4	Jaloun.
...	...	24 —	24 —	...	21 —	...	...	15 8	...	12 4	12 —	Cawnpore.
...	...	22 —	22 —	19 12	20 12	...	...	15 12	16 8	11 12	11 12	Jhansi.
...	...	16 8	16 8	20 8	22 8	...	...	16 8	16 8	11 4	11 8	Etawah.
...	...	23 —	23 —	20 4	20 12	34 —	35 8	16 —	17 —	11 4	11 4	Farukhabad.
...	...	...	...	29 —	26 4	26 —	27 —	15 —	15 —	10 —	10 —	Mainpuri.
...	...	...	...	24 14	24 14	...	...	17 10	17 10	10 —	10 —	Etah.
21 2	21 8	16 3	10 —	21 9	22 12	...	...	20 7	20 12	9 12	9 12	Western—
...	...	...	...	24 —	23 —	...	...	21 —	19 —	11 4	11 4	Meerut.
...	...	...	...	...	...	...	...	...	...	...	...	Agra.
...	...	...	...	...	...	...	...	...	...	...	...	Muttra.
...	...	...	...	...	...	...	...	...	...	...	...	Aligarh.
...	...	...	...	...	...	...	...	...	...	...	...	Bulandshahr.
...	...	...	...	...	...	...	...	...	...	...	...	Submontane, east—
...	...	...	...	...	...	...	...	...	...	...	...	Ballia.
...	...	...	...	...	...	...	...	...	...	...	...	Azamgarh.
...	...	...	...	...	...	...	...	...	...	...	...	Gorakhpur.
...	...	...	...	...	...	...	...	...	...	...	...	Basti.

\* Kalai.

† Unhusked.



## RETAIL PRICES FOR THE 1st HALF OF MAY 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Andropogon sorghum).		BAJRA OR CUMBU (Pennisetum typhoides).	
					Best sort.		Common.					
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
<b>N.-W. Provinces—contd.</b>												
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	20 6	20 4	33 8	32 8	10 4	10 4	13 12	13 8	25 —	26 —	24 —	25 —
Budaun . . . . .	18 8	18 8	28 —	29 —	8 —	8 —	13 —	13 8	25 —	26 —	24 —	25 —
Pilibit . . . . .	20 8	20 —	37 —	37 —	5 4	5 4	16 4	16 6	25 —	26 —	24 —	25 —
Bareilly . . . . .	18 7	18 12	25 —	25 —	6 4	6 4	11 4	11 14	25 —	25 —	18 2	20 —
Moradabad . . . . .	20 —	19 8	29 —	29 —	5 4	5 4	12 —	13 —	30 —	31 —	18 8	23 —
Bijnor . . . . .	19 4	19 2	30 2	30 15	4 8	4 8	11 4	11 6	—	—	—	—
Muzaffarnagar . . . . .	19 14	18 11	30 8	31 14	—	—	10 —	11 8	—	—	15 7	—
Saharanpur . . . . .	20 11	20 15	29 8	31 11	4 13	4 13	10 12	11 4	16 2	22 9	18 4	18 4
Dehra-Dun . . . . .	18 8	19 —	28 —	30 —	4 8	4 12	10 —	11 4	16 —	17 —	13 —	16 —
<i>Hills—</i>												
Naini Tal . . . . .	13 —	13 —	20 —	22 —	4 —	4 —	10 —	10 —	—	—	—	—
Almora . . . . .	13 6	11 —	18 —	16 —	5 —	5 —	10 —	10 —	—	—	—	—
Garhwal . . . . .	14 —	13 —	16 —	16 —	6 —	7 —	9 —	10 8	—	—	—	—
<b>Oudh—</b>												
<i>Southern—</i>												
Partabgarh . . . . .	21 —	20 8	32 —	31 —	—	—	14 8	14 8	26 —	26 —	20 —	20 —
Sultanpur . . . . .	20 —	20 —	28 8	28 8	8 —	8 —	15 —	15 —	26 —	26 —	20 —	20 —
Rae-Bareilly . . . . .	18 4	18 4	25 8	26 —	5 —	5 —	15 4	14 12	22 —	25 —	20 —	20 —
Unao . . . . .	19 —	18 8	24 —	24 —	8 —	8 —	14 —	14 —	23 —	23 —	20 —	21 —
Lucknow . . . . .	18 4	18 8	26 —	26 8	5 8	5 8	13 —	13 8	28 —	31 —	23 8	20 8
Hardoi . . . . .	20 —	20 8	32 —	32 —	12 —	—	16 —	16 —	—	—	30 —	30 —
<i>Northern—</i>												
Fyzabad . . . . .	18 4	18 8	27 —	29 —	12 —	12 —	13 —	14 —	33 —	33 —	19 —	19 —
Barabanki . . . . .	18 —	19 —	24 —	24 —	—	—	13 —	13 —	28 —	28 —	24 —	24 —
Gonda . . . . .	20 6	20 12	34 —	36 —	—	—	15 8	16 —	32 —	32 —	25 —	24 —
Bahraich . . . . .	20 —	20 —	40 —	41 —	7 —	7 —	15 —	15 —	43 —	43 —	27 —	27 —
Sitapur . . . . .	20 —	19 12	30 —	32 —	4 —	5 —	13 —	13 —	—	—	—	—
Kher . . . . .	21 —	19 6	32 8	30 —	5 —	5 —	15 —	14 —	40 —	40 —	20 —	—
<b>Rajputana—</b>												
<i>Eastern—</i>												
Partabgarh . . . . .	17 3	18 12	31 4	30 10	7 13	7 10	12 8	12 4	31 4	32 2	—	—
Banewara . . . . .	18 12	17 8	15 —	15 —	6 4	6 4	13 12	12 8	—	—	—	—
Meywar (Udaipur) . . . . .	16 3	15 10	21 14	23 —	8 9	8 9	9 6	9 6	28 2	28 2	14 13	14 13
<i>Hilly Tracts of Meywar (Dungarpur)—</i>												
Sirohi . . . . .	18 —	18 —	23 —	23 —	7 —	8 —	10 —	10 —	—	—	—	—
Eripura . . . . .	12 4	12 4	20 —	20 —	5 8	5 8	7 —	7 —	14 —	14 —	14 —	14 —
Ajmere . . . . .	14 11	14 11	22 15	22 15	6 14	6 14	9 4	9 4	21 4	21 4	18 4	18 4
Abu . . . . .	14 2 1/2	14 2 1/2	20 —	20 5 1/2	6 5 1/2	6 5 1/2	9 10	9 10 1/2	19 —	20 8	17 —	17 10 1/2
Kishengarh . . . . .	13 —	13 —	19 —	19 3	6 —	6 —	7 4	7 4	—	—	12 13	13 10
Bundi . . . . .	14 8	13 15	18 8	18 8	6 8	6 8	8 6	8 6	20 4	20 4	16 12	16 4
Kotah . . . . .	13 8	13 5	28 8	29 4	6 8	6 8	9 5	9 5	31 2	31 14	20 12	21 4
Jhallawar . . . . .	19 8	20 —	28 8	29 4	6 8	6 8	8 6	8 8	31 8	31 8	19 12	19 12
Tonk . . . . .	19 12	19 4	24 —	25 4	6 14	6 14	8 6	8 8	30 6	29 6 1/2	19 14	19 12
Jaipur . . . . .	18 12	18 2	27 12	28 7 1/2	7 11 1/2	7 11 1/2	11 13	11 13	19 13	20 8	18 —	—
Kerauli . . . . .	14 3	14 5	14 15	18 15	4 —	4 —	8 —	8 —	18 12	21 —	16 4	16 9
Dholpur . . . . .	13 —	13 8	18 —	18 8	4 4	4 4	6 8	6 —	18 12	21 —	16 4	16 9
Bharatpur . . . . .	15 —	16 4	20 —	22 8	9 11	9 11	10 15	10 15	21 4	25 —	20 10	21 14
Alwar . . . . .	16 11 1/2	16 10 1/2	24 9 1/2	25 5 1/2	9 —	9 —	10 2	10 2	23 5 1/2	23 2 1/2	22 5 1/2	22 15 1/2
Deoli Cantonment . . . . .	17 3	17 6	25 4	26 5	5 —	5 —	8 —	8 —	26 8	27 5	23 5	25 1
Nasirabad Cantonment . . . . .	15 13	16 3	23 2	24 3	5 12	5 12	9 4	9 12	23 —	23 —	20 —	21 —
Balmer . . . . .	15 14	16 —	20 2	21 14	4 —	4 —	6 —	6 —	22 8	24 4	21 3	22 —
Anadma . . . . .	14 8	15 —	—	—	7 —	7 —	9 —	9 —	20 —	20 —	17 —	17 —
Shahpura . . . . .	13 —	13 4	—	—	5 8	5 8	7 8	7 8	—	—	14 12	14 12
Western—	14 —	14 6 1/2	—	—	6 8	6 8	7 8	7 8	—	—	—	—
Jodhpur . . . . .	12 2	12 13	17 8	19 15	6 13	6 15	8 4	8 5	17 3	18 —	14 —	15 4
Jaisalmer . . . . .	12 10 1/2	13 8	—	—	6 8	6 —	9 —	9 —	13 —	13 —	10 —	11 12
Bikaner . . . . .	9 9	8 12	—	—	5 10	3 12	3 8	5 15 1/2	—	—	12 8	12 11 1/2
<b>Central India—</b>												
Indore . . . . .	12 8	12 11 1/2	15 8 1/2	14 8 1/2	—	—	—	—	—	—	—	—
Nimach Cantonment . . . . .	14 6	15 —	24 4	23 —	8 4	8 4	9 4	9 4	24 —	26 —	24 —	24 —
Gwalior . . . . .	15 8	15 8	—	—	7 —	7 —	8 —	8 —	25 —	26 —	23 —	23 —
Panjab—	10 1 1/2	10 1 1/2	15 6 1/2	16 11 1/2	5 5	5 5	6 6	6 6	17 8 1/2	17 8 1/2	18 1	18 9 1/2
<i>Southern—</i>												
Hissar . . . . .	18 —	18 —	26 —	27 —	—	—	10 —	10 —	20 —	20 —	18 —	18 —
Ferozpur . . . . .	20 —	20 —	32 —	32 —	—	—	10 —	10 —	24 —	21 —	20 —	20 —
<i>Central—</i>												
Lahore . . . . .	19 —	18 —	27 —	30 —	—	—	11 —	12 —	19 —	19 —	18 —	20 —
Gujranwala . . . . .	18 —	17 —	32 —	32 —	—	—	13 —	13 —	24 —	25 —	20 —	21 —
Gujrat . . . . .	19 —	18 —	30 —	32 —	—	—	10 —	10 —	25 —	26 —	24 —	24 —
Jhelam . . . . .	16 —	18 —	32 —	33 —	—	—	12 —	12 —	25 —	25 —	22 —	22 —

represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MABUA OR RAGI ( <i>Eleusine coracana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADJAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
...	...	...	...	25 —	25 —	...	...	17 —	18 —	11 4	11 4	N.-W. Provinces—contd.
...	...	12 —	13 —	21 8	22 —	34 —	35 —	19 —	19 —	10 12	10 12	Submontane, west—
...	...	...	...	25 —	24 12	37 —	37 —	17 —	17 —	11 —	11 —	Shahjahanpur.
...	...	18 12	18 12	20 5	21 4	32 8	32 8	13 12	16 4	10 —	10 —	Budaun.
...	...	18 —	18 —	19 —	19 8	35 —	35 —	16 8	15 —	11 —	11 —	Pilibhit.
...	...	...	...	19 2	19 6	...	...	13 8	14 10	11 —	11 —	Bareilly.
...	...	...	...	...	...	...	...	...	...	...	...	Moradabad.
...	...	...	...	19 4	10 6	27 8	27 8	14 5	14 5	11 —	11 4	Bijnor.
29 —	26 14	21 8	23 10	20 11	20 7	32 4	32 4	17 3	13 15	11 4	11 4	Muzaffarnagar.
30 —	26 8	...	...	17 8	19 8	30 —	28 8	13 —	15 —	10 8	10 8	Saharanpur.
...	...	...	...	15 6	15 —	...	...	9 —	10 —	8 —	8 —	Dehra-Dun.
16 —	16 —	...	...	13 —	13 —	...	...	11 —	11 —	8 4	8 8	Hills—
...	...	...	...	10 —	9 —	...	...	8 —	7 —	6 8	7 —	Naini Tal.
...	...	...	...	...	...	...	...	...	...	...	...	Almora.
...	...	...	...	...	...	...	...	...	...	...	...	Gathwal.
...	...	...	...	28 —	28 —	...	...	20 —	18 —	11 —	11 —	Oudh—
...	...	...	...	28 —	29 —	26 —	26 —	20 —	18 —	10 8	10 8	Southern—
28 —	28 —	16 —	16 —	26 8	26 8	22 —	25 —	18 —	18 —	11 —	11 12	Partabgarh.
...	...	18 —	20 —	24 —	24 —	27 —	28 —	18 —	18 —	11 —	11 —	Sultanpur.
...	...	23 —	24 8	23 8	24 8	30 —	33 —	18 —	21 —	11 —	11 —	Rae-Bareilly.
...	...	...	...	26 —	27 —	...	...	20 —	20 —	11 —	10 8	Unao.
...	...	...	...	...	...	...	...	...	...	...	...	Lucknow.
...	...	22 8	22 —	24 8	25 —	30 —	30 —	...	19 —	11 —	11 —	Hardoi.
...	...	16 —	...	24 —	24 8	28 —	28 —	20 8	24 —	11 —	11 —	Northern—
...	...	8 —	8 —	26 8	27 8	30 8	32 8	21 —	20 —	10 8	10 8	Fyzabad.
45 —	45 —	16 —	16 —	30 —	30 —	34 —	34 —	21 —	21 —	10 8	10 8	Barabanki.
...	...	...	...	28 —	28 —	...	...	19 —	18 8	11 —	11 —	Gonda.
...	...	...	...	27 —	26 —	40 —	40 —	20 8	19 —	11 —	11 —	Bahraich.
...	...	...	...	...	...	...	...	...	...	...	...	Sitapur.
...	...	...	...	...	...	...	...	...	...	...	...	Kheri.
...	...	...	...	27 6	26 12	35 15	38 4	15 10	15 5	19 10	20 10	Rajputana—
...	...	...	...	28 2	28 12	30 —	32 8	12 8	...	8 7	8 2	Eastern—
...	...	12 14	13 4	10 6	17 3	28 2	29 11	12 8	12 8	10 5	10 5	Partabgarh.
...	...	...	...	19 —	25 —	35 8	35 8	...	...	9 8	9 8	Banswara.
...	...	...	...	14 —	14 —	19 —	19 —	...	...	11 8	12 —	Meywar (Udaipur).
...	...	...	...	16 1	15 5	...	...	...	...	12 4	12 4	Hilly Tracts of Meywar
...	...	10 8	9 8	16 5½	17 8	22 —	22 —	10 8½	10 8½	12 8	12 8	(Dungarpur).
...	...	...	...	15 1	15 6	20 —	20 2	10 12	10 12	11 —	11 —	Sirohi.
...	...	...	...	14 4	15 4	20 4	20 4	...	...	13 8	13 4	Erinpura.
...	...	...	...	25 5	23 14	29 13	30 9	...	...	10 12	10 —	Ajmere.
...	...	...	...	25 8	25 —	25 12	25 12	9 14	9 14	9 14	9 14	Abu.
...	...	15 11½	25 9½	22 5½	21 15½	39 5	38 2½	14 2	13 11½	10 5	10 5½	Kishengarh.
...	...	...	...	16 1	16 8	20 —	...	...	...	10 —	10 —	Bundi.
...	...	...	...	15 4½	15 8½	19 —	20 8	20 —	20 —	10 8	10 8	Kotah.
...	...	...	...	16 8	16 9	...	...	19 6	19 6	10 15	10 15	Jhallawar.
...	...	21 4	23 12	17 8	18 12	...	...	17 4½	17 6½	11 8½	11 8½	Tonk.
...	...	19 11	20 —	20 7½	20 8½	23 —	25 —	12 7	12 11	11 12	11 12	Jaipur.
...	...	26 13	26 13	18 15	20 11½	23 —	25 —	24 8	17 10	12 10	12 10	Kerani.
...	...	14 —	14 —	17 11	17 10	23 8	23 14	...	...	11 8	11 9	Dholpur.
...	...	...	...	19 4	19 12	...	...	13 —	13 —	13 —	13 —	Bhartpur.
...	...	...	...	16 8	18 —	...	...	...	...	12 —	12 —	Alwar.
...	...	...	...	9 12	9 12	...	...	...	...	12 —	12 —	Deoli Cantonment.
...	...	...	...	15 —	15 4	21 —	21 —	9 —	8 12	12 —	12 —	Nasirabad Cantonment.
...	...	...	...	15 8	16 6	22 8	23 —	...	...	11 14	11 —	Balmer.
...	...	...	...	...	...	...	...	...	...	...	...	Anadra.
...	...	...	...	13 1	13 14	18 12	19 6	9 8	11 2	13 11	13 6	Shahpura.
...	...	...	...	...	11 —	10 6	...	...	...	21 —	21 —	Western—
...	...	...	...	16 —	15 14½	...	...	10 —	10 8	12 —	12 —	Jodhpur.
...	...	...	...	20 8	24 4	32 —	33 —	16 8	16 —	11 —	11 —	Jaisalmer.
...	...	...	...	19 —	19 —	...	...	12 8	12 8	12 —	12 —	Bikaner.
...	...	4 4	4 4	14 5½	14 9½	23 6	23 10½	9 4½	9 6½	7 11½	7 11½	Central India—
...	...	...	...	...	...	...	...	...	...	...	...	Indore.
...	...	...	...	...	...	...	...	...	...	...	...	Nimach Cantonment.
...	...	...	...	...	...	...	...	...	...	...	...	Gwalior.
†	†	16 —	19 —	22 —	22 —	32 —	32 —	11 —	11 —	12 8	12 8	Panjab—
†	†	...	...	...	...	...	...	...	...	...	...	Southern—
...	...	23 —	23 —	19 —	20 —	30 —	30 —	13 —	14 —	12 14	12 14	Hissar.
...	...	20 —	20 —	22 —	21 —	24 —	26 —	†	†	13 8	13 8	Ferozpur.
...	...	...	...	21 —	21 —	26 —	26 —	†	†	13 —	13 —	Central—
...	...	...	...	21 —	21 —	26 —	26 —	10 —	7 —	13 8	13 —	Lahore.
...	...	...	...	...	...	...	...	...	...	...	...	Gujranwala.
...	...	...	...	...	...	...	...	...	...	...	...	Gujrat.
...	...	...	...	...	...	...	...	...	...	...	...	Jhelam.

\* Not sold.

† Not produced.

‡ Not procurable.

§ Husked.

|| Unhusked.



## RETAIL PRICES FOR THE 1st HALF OF MAY 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Andropogon sorghum).		BAJRA OR CUMBU (Pennisetum typhoides).	
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
<b>Panjab—continued.</b>												
<i>South-eastern—</i>												
Gurgaon . . . . .	18 —	18 —	27 —	27 —	...	...	10 —	10 —	22 —	22 —	20 —	20 —
Delhi . . . . .	18 —	18 —	24 —	25 —	...	...	12 —	12 —	20 —	22 —	19 —	20 —
Rohtak . . . . .	18 —	18 —	24 —	25 —	...	...	15 —	14 —	19 —	21 —	19 —	19 —
Karnal . . . . .	21 —	21 —	32 —	32 —	...	...	10 —	10 —	25 —	25 —	20 —	20 —
<i>Submontane—</i>												
Ambala . . . . .	21 —	21 —	24 —	24 —	...	...	10 —	10 —	29 —	29 —	22 —	22 —
Ludhiana . . . . .	22 —	21 —	34 —	34 —	...	...	11 —	10 —	22 —	23 —	18 —	17 —
Jalandhar . . . . .	23 —	21 —	30 —	30 —	...	...	8 —	8 —	22 —	22 —	18 —	19 —
Hoshiarpur . . . . .	21 —	21 —	27 —	30 —	...	...	12 —	12 —	20 —	21 —	18 —	18 —
Gurdaspur . . . . .	22 —	20 —	36 —	36 —	...	...	12 —	12 —	22 —	23 —	†	†
Amritsar . . . . .	21 —	19 —	36 —	35 —	...	...	11 —	11 —	19 —	19 —	21 —	21 —
Sialkot . . . . .	19 —	18 —	28 —	30 —	...	...	15 —	14 —	27 —	27 —	25 —	23 —
<i>Hills—</i>												
Simla . . . . .	15 —	14 —	16 —	17 —	...	...	9 —	10 —	16 —	19 —	12 —	13 —
Kangra . . . . .	21 —	21 —	23 —	27 —	...	...	16 —	16 —	†	†	†	†
<i>Northern—</i>												
Rawalpindi . . . . .	16 —	17 —	23 —	30 —	...	...	10 —	11 —	27 —	26 —	22 —	22 —
Hazara . . . . .	16 —	16 —	30 —	27 —	...	...	11 —	12 —	24 —	24 —	18 —	18 —
Peshawar . . . . .	16 —	16 —	32 —	35 —	...	...	10 —	10 —	28 —	28 —	19 —	19 —
Kohat . . . . .	16 —	16 —	28 —	27 —	...	...	13 —	13 —	†	†	24 —	24 —
Bannu . . . . .	23 —	22 —	33 —	39 —	...	...	14 —	14 —	32 —	41 —	23 —	28 —
<i>Western—</i>												
Shahpur . . . . .	19 —	20 —	26 —	30 —	...	...	10 —	10 —	20 —	20 —	20 —	20 —
Jhang . . . . .	21 —	20 —	24 —	23 —	...	...	12 —	12 —	23 —	24 —	25 —	25 —
Multan . . . . .	17 —	16 —	22 —	24 —	...	...	16 —	16 —	25 —	26 —	23 —	23 —
Montgomery . . . . .	19 —	18 —	26 —	26 —	...	...	12 —	12 —	20 —	20 —	†	†
Dera Ismael Khan . . . . .	19 —	20 —	25 —	25 —	...	...	9 —	9 —	25 —	25 —	24 —	24 —
Muzaffargarh . . . . .	19 —	19 —	24 —	24 —	...	...	16 —	16 —	18 —	18 —	24 —	24 —
Dera Ghazi Khan . . . . .	17 —	16 —	24 —	24 —	...	...	14 —	12 —	20 —	21 —	20 —	20 —
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	12 —	11 —	...	...	9 8	9 —	10 —	10 —	20 —	20 —	17 —	17 8
Hyderabad . . . . .	13 —	13 —	...	...	9 —	9 —	12 —	12 —	20 —	20 —	20 —	20 —
Thar and Parkar (Umarkot) . . . . .	13 —	13 —	...	...	17 —	17 —	18 —	18 —	14 —	14 —	17 —	17 —
Shikarpur . . . . .	15 —	16 —	...	...	8 —	8 —	9 —	9 —	26 —	26 —	23 —	24 —
Upper Sind Frontier . . . . .	14 8	14 —	...	...	10 —	10 —	11 —	11 —	29 —	29 —	26 —	27 —
Quetta . . . . .	13 12	14 —	...	...	10 —	10 —	11 —	11 —	29 —	29 —	26 —	27 —
	15 4	15 8	19 4	18 —	4 —	5 —	8 —	8 —	20 8	20 4	18 —	18 —
<b>Bombay—</b>												
<i>Konkan—</i>												
Karwar . . . . .	10 3	10 3	...	...	9 2	9 2	11 2	11 2	15 3	15 3	15 —	15 —
Ratnagiri . . . . .	8 2	8 2	...	...	11 10	11 10	12 13	12 13	11 11	11 11	13 4	13 4
Alibag . . . . .	8 7	8 7	...	...	7 10	7 10	10 6	10 6	14 11	14 11	13 4	14 9
Bombay . . . . .	11 14	11 14	...	...	12 —	12 —	12 15	12 15	*	*	16 3	16 3
<i>Deccan—</i>												
Dharwar . . . . .	17 —	17 7	...	...	12 7	13 6	13 6	14 6	20 12	24 9	19 9	23 1
Belgaum . . . . .	15 3	15 3	...	...	10 8	11 —	11 —	11 9	20 12	20 12	19 8	20 8
Satara . . . . .	17 6	18 14	...	...	9 9	9 9	11 10	11 10	21 14	22 10	19 7	19 7
Sholapur . . . . .	15 13	16 12	...	...	11 8	11 8	12 12	12 12	30 6	29 8	20 9	21 7
Bijapur . . . . .	15 15	17 8	...	...	8 5	8 4	12 6	12 6	28 13	32 4	25 9	28 6
Poona . . . . .	12 13	11 10	...	...	9 11	9 11	10 13	10 13	19 9	21 14	14 13	17 4
<i>Khandesh—</i>												
Ahmadnagar . . . . .	12 8	13 12	...	...	10 5	7 6	13 10	13 10	24 12	24 1	20 7	19 11
Nasik . . . . .	14 6	14 6	...	...	8 11	8 11	10 4	10 4	*	*	16 4	16 4
Dhulia . . . . .	12 4	12 4	...	...	7 7	7 7	9 7	9 7	25 14	25 14	20 3	20 3
<i>Gujarat—</i>												
Surat . . . . .	12 8	12 8	...	...	7 6	7 6	8 13	8 13	23 2	23 2	16 3	17 1
Broach . . . . .	14 —	15 —	...	...	8 —	8 —	11 —	11 —	21 —	22 —	14 —	15 8
Kaira . . . . .	14 —	14 —	...	...	8 —	8 —	12 —	12 —	18 —	18 —	16 —	16 —
Baroda Cantonment . . . . .	11 8	11 8	...	...	7 —	7 —	9 —	9 —	18 —	18 —	16 —	16 —
Ahmadabad . . . . .	12 8	12 —	...	...	8 8	9 —	12 —	12 —	19 8	19 —	16 —	16 —
Godhra . . . . .	12 —	12 —	...	...	9 —	9 —	11 8	11 8	...	...	17 —	17 —
Disa Cantonment . . . . .	16 —	16 —	...	...	6 8	6 8	9 —	9 —	21 —	21 —	20 —	20 —
<i>Kathiawar—</i>												
Rejkot . . . . .	16 —	16 —	...	...	6 11	6 11	10 —	10 —	18 8	18 8	14 8	15 6
<b>Central Provinces—</b>												
<i>Western—</i>												
Nimar . . . . .	16 —	16 —	...	...	6 12	6 12	12 6	12 8	27 9	29 12	...	...
Khandwa . . . . .	15 —	15 —	...	...	10 —	10 —	12 —	12 —	28 —	28 —	21 —	21 —
Hoshangabad . . . . .	14 6	14 6	...	...	9 —	9 —	12 11	12 11	22 11	22 11	...	...
Betul . . . . .	18 —	16 —	...	...	10 —	10 —	12 —	12 —	24 —	24 —	...	...
Chhindwara . . . . .	15 —	15 —	...	...	10 —	10 —	13 —	13 —	23 —	23 —	...	...
Nagpur . . . . .	13 12	13 12	...	...	11 4	11 4	13 12	13 12	23 —	23 —	...	...
Wardha . . . . .	13 5	13 5	...	...	7 —	7 —	10 7	10 7	26 14	26 14	...	...

\* Not sold.

† Not produced.

‡ Not procurable.

represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MARUA OR BAGI ( <i>Eleusine coracana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Seteria italica</i> ).		GRAM, CHENNA, CHOLA, RADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR CADJAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
Panjab—continued.												
South-eastern—												
†	†	†	†	19 —	19 —	27 —	28 —	15 —	15 —	11 —	11 —	Gurgaon.
†	†	14 —	14 —	19 —	19 —	27 —	27 —	14 —	23 —	12 —	12 —	Delhi.
20 —	20 —	10 —	10 —	19 —	19 —	25 —	27 —	16 —	16 —	11 —	11 —	Rohtak.
†	†	12 —	12 —	20 —	21 —	30 —	30 —	16 —	16 —	10 8	11 —	Karnal.
Submontane—												
†	†	16 —	18 —	21 —	22 —	32 —	32 —	14 —	14 —	12 12	12 12	Ambala.
†	†	18 —	17 —	22 —	23 —	35 —	35 —	10 —	9 —	13 —	12 —	Ludhiana.
20 —	20 —	20 —	20 —	23 —	23 —	34 —	34 —	†	†	13 —	13 —	Jalandhar.
†	†	14 —	14 —	24 —	24 —	32 —	32 —	8 —	8 —	13 —	13 —	Hoshiarpur.
†	†	15 —	15 —	23 —	24 —	32 —	32 —	†	†	12 —	12 —	Gurdaspur.
†	†	23 —	23 —	22 —	22 —	33 —	34 —	12 —	12 —	12 —	12 —	Amritsar.
†	†	†	†	21 —	23 —	25 —	25 —	†	†	13 12	13 12	Sialkot.
Hills—												
18 —	18 —	10 —	10 —	15 —	15 —	21 —	21 —	8 —	8 —	9 —	9 —	Simla.
†	†	†	†	21 —	21 —	31 —	31 —	12 —	12 —	11 —	11 —	Kangra.
Northern—												
†	†	17 —	17 —	18 —	21 —	27 —	26 —	13 —	13 —	13 —	13 —	Rawalpindi.
†	†	16 —	16 —	16 —	15 —	24 —	25 —	9 —	9 —	11 —	11 8	Hazara.
†	†	19 —	19 —	18 —	19 —	28 —	28 —	14 —	14 —	16 —	17 —	Peshawar.
13 —	13 —	†	†	21 —	21 —	24 —	24 —	†	†	16 10	15 5	Kohat.
†	†	8 —	8 —	28 —	32 —	36 —	37 —	10 —	11 —	20 —	20 —	Bannu.
Western—												
20 —	20 —	20 —	22 —	24 —	25 —	20 —	20 —	†	†	13 —	13 —	Shahpur.
35 —	30 —	35 —	32 —	17 —	19 —	25 —	27 —	6 —	6 —	11 12	11 12	Jhang.
†	†	22 —	22 —	18 —	20 —	29 —	28 —	†	†	12 4	12 4	Multan.
†	†	†	†	19 —	21 —	†	†	10 —	10 —	12 8	12 8	Montgomery.
†	†	†	†	24 —	26 —	25 —	26 —	12 —	12 —	16 4	16 6	Dera Ismael Khan.
†	†	†	†	20 —	20 —	†	†	8 —	†	12 —	12 —	Muzaffargarh.
†	†	†	†	20 —	21 —	†	†	†	†	11 —	11 —	Dera Ghazi Khan.
Sind and Baluchistan—												
†	†	...	...	15 —	15 —	...	...	11 —	11 —	14 —	14 —	Karachi.
†	†	...	...	14 8	14 8	...	...	9 —	9 —	12 —	12 —	Hyderabad.
†	†	...	...	8 —	8 —	...	...	...	...	12 —	12 —	Thar and Parkar (Umarkot).
†	†	...	...	19 —	20 —	...	...	12 —	12 —	12 —	12 —	Shikarpur.
†	†	...	...	19 8	20 8	...	...	9 —	9 —	11 —	11 —	Upper Sind Frontier.
†	†	6 —	6 —	16 12	16 6	17 —	17 —	10 —	10 —	10 —	10 —	Quetta.
Bombay—												
17 2	16 3	...	...	12 8	12 8	...	...	11 4	11 4	10 10	10 10	Konkan—
14 2	14 2	...	...	8 4	8 4	...	...	9 7	9 7	10 6	10 6	Karwar.
...	...	...	...	...	...	...	...	...	...	...	...	Ratnagiri.
11 4	11 4	...	...	12 8	13 12	...	...	10 3	10 3	9 9	8 6	Alibag.
†	†	...	...	14 3	14 3	...	...	12 12	12 12	12 4	12 4	Bombay.
...	...	...	...	...	...	...	...	...	...	...	...	Tanna.
Deccan—												
22 —	22 —	...	...	17 12	17 5	...	...	15 10	15 10	10 8	12 6	Dharwar.
†	†	...	...	16 —	16 —	...	...	14 —	15 12	10 12	10 12	Belgaum.
†	†	...	...	14 8	15 4	...	...	15 6	15 6	12 4	12 4	Satara.
†	†	...	...	18 —	18 —	...	...	18 6	18 6	10 14	11 10	Sholapur.
†	†	...	...	19 11	19 11	...	...	16 12	16 12	11 12	11 12	Bijapur.
†	†	...	...	14 15	14 15	...	...	13 1	13 1	11 5	11 13	Poona.
Khandesh—												
18 6	18 6	...	...	16 10	16 10	...	...	12 9	12 9	12 13	12 6	Ahmadnagar.
...	...	...	...	17 2	17 2	...	...	12 13	12 13	12 1	12 1	Nasik.
...	...	...	...	13 3	13 3	...	...	13 11	12 13	11 6	11 6	Dhulia.
Gujarat—												
...	...	...	...	14 13	13 14	...	...	13 14	13 14	12 —	12 —	Surat.
20 —	20 —	...	...	14 —	15 —	...	...	16 —	16 —	13 —	13 —	Broach.
20 —	20 —	...	...	16 —	16 —	...	...	19 —	17 —	12 8	12 8	Kaira.
...	...	...	...	14 —	15 —	...	...	14 8	15 —	11 8	11 8	Baroda Cantonment.
25 —	25 —	...	...	16 —	16 —	...	...	16 —	16 —	13 8	13 8	Ahmadabad.
†	†	...	...	21 —	21 —	...	...	15 —	15 —	12 —	12 —	Godhra.
†	†	...	...	16 —	16 —	...	...	12 —	12 —	13 4	13 4	Disa Cantonment.
Kathiawar—												
†	†	...	...	16 11	16 11	...	...	13 5	13 5	81 10	81 10	Rajkot.
Central Provinces—												
Western—												
...	...	...	...	17 11	17 11	...	...	16 —	16 —	10 14	10 14	Nimar.
...	...	...	...	16 —	16 —	...	...	†	†	9 —	9 —	Khandwa.
...	...	...	...	22 2	24 —	...	...	18 —	18 —	10 11	10 11	Hoshangabad.
...	...	...	...	20 —	20 —	...	...	12 —	12 —	9 —	9 —	Betul.
...	...	...	...	20 —	19 —	...	...	12 —	12 —	8 —	8 —	Chhindwara.
...	...	...	...	18 12	18 12	...	...	17 8	18 12	10 —	10 —	Nagpur.
...	...	...	...	16 —	16 —	...	...	20 —	20 —	11 —	10 11	Wardha.

\* Not sold.

† Not produced.

‡ Not procurable.



## RETAIL PRICES FOR THE 1st HALF OF MAY 1899—concluded (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU ( <i>Andropogon sorghum.</i> )		BAJRA OR CUMBU ( <i>Pennisetum typhoides.</i> )	
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Best sort.		Common.		Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
					Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.				
Central Provinces—contd.												
Central—												
Narsinghpur . . . . .	14 11	16 —	...	...	10 10	10 10	12 —	12 —	21 5	21 5	...	...
Saugor . . . . .	13 12	14 5	...	...	10 10	10 10	14 2	14 2	24 —	24 —	...	...
Damoh . . . . .	15 —	15 —	...	...	12 5	12 5	14 1	14 1	...	...	...	...
Jubbulpore . . . . .	17 —	17 —	...	...	10 8	11 —	16 8	16 8	22 8	22 8	...	...
Mandla . . . . .	20 —	20 —	...	...	13 —	13 —	18 —	18 —	...	...	...	...
Seoni . . . . .	19 3	19 3	...	...	9 —	9 —	16 —	16 —	25 14	28 —	...	...
Belaghat . . . . .	14 —	14 —	...	...	15 —	15 —	20 —	20 —	...	...	...	...
Bhandara . . . . .	16 4	15 —	...	...	...	...	16 4	16 4	...	...	...	...
Chanda . . . . .	12 9	12 9	...	...	...	...	15 8	15 8	25 8	25 5	...	...
Eastern—												
Bilaspur . . . . .	18 4	18 4	...	...	10 11	12 13	16 —	18 4	...	...	...	...
Raipur . . . . .	18 8	18 —	...	...	12 8	17 8	17 8	21 —	...	...	...	...
Sambalpur . . . . .	16 —	16 —	...	...	12 8	12 —	20 —	17 —	...	...	...	...
Berar—												
Buldana . . . . .	13 —	13 —	...	...	7 —	7 —	10 —	10 —	37 —	38 —	27 8	26 8
Basim . . . . .	15 —	15 —	...	...	7 —	6 8	12 —	12 —	36 8	36 —	...	...
Akola . . . . .	12 4	12 12	...	...	6 8	7 —	8 —	8 4	33 4	32 —	...	...
Ellichpur . . . . .	11 —	11 —	...	...	6 —	6 —	8 —	8 —	27 —	27 —	20 —	20 —
Amratoti . . . . .	12 —	12 —	...	...	7 8	7 —	10 —	10 —	32 —	32 —	28 —	23 —
Wun . . . . .	11 8	11 —	...	...	7 —	7 —	8 —	8 —	32 —	36 —	16 —	18 —
Nizam's Territories—												
Secunderabad . . . . .	9 14	9 14	...	...	5 7	5 14	6 9	6 9	19 12	19 12	19 12	19 12
Bolaram . . . . .	9 12	9 5	...	...	4 12	4 13	8 12	9 3	21 —	21 —	...	...
Chadarghat . . . . .	10 —	9 12	...	...	6 4	6 4	10 —	9 12	22 8	23 12	23 12	25 12
Madras—												
Malabar Coast—												
Malabar . . . . .	...	...	...	...	...	...	12 2	12 2	...	...	...	...
S. Canara . . . . .	...	...	...	...	...	...	13 11	13 11	...	...	...	...
South central—												
Coimbatore . . . . .	...	...	...	...	...	...	12 3	11 11	20 14	20 —	19 2	19 2
Nilgiris . . . . .	...	...	...	...	...	...	8 13	8 13	...	...	...	...
Salem . . . . .	...	...	...	...	...	...	11 13	11 13	21 13	21 10	19 3	18 13
Central—												
Bellary . . . . .	...	...	...	...	...	...	11 14	11 14	24 11	24 11	...	...
Anantapur . . . . .	...	...	...	...	...	...	13 8	13 —	27 13	27 13	...	...
Cuddapah . . . . .	...	...	...	...	...	...	11 10	11 10	25 5	24 8	21 13	21 13
Karnul . . . . .	...	...	...	...	...	...	11 6	11 6	34 5	34 5	...	...
East Coast, north—												
Ganjam . . . . .	...	...	...	...	...	...	12 —	12 —	...	...	...	...
Vizagapatam . . . . .	...	...	...	...	...	...	10 11	11 —	...	...	21 14	21 14
Godavari . . . . .	...	...	...	...	...	...	13 8	13 —	23 —	23 —	...	...
East Coast, central—												
Kistna . . . . .	...	...	...	...	...	...	15 14	15 14	21 —	21 —	...	...
Nellore . . . . .	...	...	...	...	...	...	19 2	19 2	20 10	20 10	18 13	18 13
East Coast, south—												
Madras												
Chingleput . . . . .	...	...	...	...	...	...	12 13	12 13	...	17 5	...	...
N. Arcot . . . . .	...	...	...	...	...	...	13 8	13 8	...	...	...	...
S. Arcot . . . . .	...	...	...	...	...	...	20 —	18 6	30 10	...	24 8	28 —
Tanjore . . . . .	...	...	...	...	...	...	14 —	14 —	...	...	20 13	20 13
Trichinopoly . . . . .	...	...	...	...	...	...	13 13	13 13	...	...	26 3	25 6
Southern—												
Tinnevely . . . . .	...	...	...	...	...	...	12 13	12 2	15 11	15 11	14 6	14 6
Madura . . . . .	...	...	...	...	...	...	13 13	13 13	16 3	16 3	15 6	15 6
Mysore—												
Mysore . . . . .	11 12	11 12	...	...	9 8	10 —	10 8	10 13	...	...	...	...
Bangalore . . . . .	11 9	10 7	9 11	10 —	7 5	8 6	10 8	11 8	27 4	25 3	...	...
Kolar . . . . .	8 —	8 —	8 —	6 —	10 —	8 —	11 —	10 —	...	...	...	...
Tumkur . . . . .	11 —	11 —	12 —	12 —	11 8	11 8	12 8	12 —	32 —	32 —	32 —	32 —
Hasan . . . . .	11 —	10 —	10 —	9 —	10 —	10 —	11 —	12 —	...	...	...	...
Kadur . . . . .	10 —	10 —	10 —	10 —	9 —	9 —	12 —	12 —	...	...	...	...
Shimoga . . . . .	11 9	11 9	...	...	9 7	9 7	14 11	14 11	33 10	29 6	...	...
Chitaldrug . . . . .	13 —	13 —	14 —	14 —	11 12	12 —	13 —	14 —	36 —	32 —	32 —	32 —
Coorg—												
Coorg . . . . .	8 8	8 —	8 —	7 8	8 8	7 8	11 8	11 —	...	...	...	...
Aden . . . . .												
Aden . . . . .	7 10	8 —	...	...	6 1	7 3	7 7	8 —	10 10	11 7	8 4	8 3

\* Not sold.

represent the number of aers (of 80 tolas) and chittacks sold for one rupee.)

MARUA OR RAGI ( <i>Eleusine coracana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Sotaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAB, OR THUR, CADJAN PEA ( <i>Cajanus indicus</i> ).		SALT.		DISTRICTS.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
...	...	...	...	24 —	24 —	...	...	17 6	17 6	9 2	9 2	Central Provinces—contd.
...	...	...	...	20 10	20 10	...	...	12 13	12 13	10 6	10 6	Central—
...	...	...	...	22 14	22 14	...	...	11 12	11 12	9 2	9 2	Narsinghpur.
...	...	...	...	23 8	23 8	...	...	16 —	16 —	9 8	9 12	Saugor.
...	...	...	...	34 —	34 —	...	...	16 —	16 —	9 8	9 8	Damoh.
...	...	...	...	22 6	22 6	...	...	16 —	16 —	9 10	9 10	Jubbulpore.
...	...	...	...	21 —	21 —	...	...	12 8	12 8	9 —	9 —	Mandla.
...	...	...	...	22 —	23 12	...	...	16 4	15 —	9 8	9 8	Seoni.
...	...	...	...	16 13	16 13	...	...	14 2	14 2	9 —	9 —	Balaghāt.
...	...	...	...	21 5	21 5	...	...	18 4	18 4	8 —	8 —	Bhandara.
...	...	...	...	22 —	25 —	...	...	18 —	18 —	9 —	10 —	Chanda.
...	...	...	...	20 —	20 —	...	...	14 —	14 —	10 8	10 8	Eastern—
...	...	...	...	19 —	18 12	...	...	13 —	13 —	10 8	10 8	Bilaspur.
...	...	...	...	19 —	19 —	...	...	14 —	13 12	9 8	9 8	Raipur.
...	...	...	...	16 12	12 12	...	...	12 12	13 12	12 8	11 12	Sambalpur.
...	...	...	...	14 —	14 —	...	...	20 —	22 —	10 —	10 —	Berar—
...	...	...	...	16 —	16 —	...	...	15 —	15 —	11 —	11 —	Buldana.
...	...	...	...	16 —	16 —	...	...	21 —	21 —	9 8	9 8	Basim.
21 —	21 —	*	*	13 13	13 14	*	*	13 15	13 14	9 24	9 24	Akola.
*	*	*	*	14 9	14 —	*	*	15 —	14 —	8 12	8 12	Ellichpur.
*	*	*	*	15 10	16 —	*	*	...	...	8 7	8 12	Amratoti.
...	...	...	...	...	...	...	...	...	...	...	...	Wun.
...	...	...	...	...	...	...	...	...	...	...	...	Nizam's Territories—
...	...	...	...	...	...	...	...	...	...	...	...	Secunderabad.
...	...	...	...	...	...	...	...	...	...	...	...	Holaram.
...	...	...	...	...	...	...	...	...	...	...	...	Chadarghat.
...	...	...	...	...	...	...	...	...	...	...	...	Madras—
...	...	...	...	...	...	...	...	...	...	...	...	Malabar Coast—
...	...	...	...	...	...	...	...	...	...	12 14	13 13	Malabar.
...	...	...	...	...	...	...	...	...	...	11 14	11 14	S. Canara.
...	...	...	...	...	...	...	...	...	...	...	...	South, central—
21 5	19 11	...	...	...	...	...	...	...	...	10 11	11 8	Coimbatore.
23 14	23 14	...	...	...	...	...	...	...	...	10 10	10 10	Nilgiris.
...	...	...	...	...	...	...	...	...	...	11 5	11 5	Salem.
27 3	*	...	...	...	...	...	...	...	...	11 13	11 13	Central—
27 3	27 3	...	...	...	...	...	...	...	...	13 13	13 3	Bellary.
27 13	27 —	...	...	...	...	...	...	...	...	11 8	11 8	Anantapur.
20 10	20 10	...	...	...	...	...	...	...	...	12 3	12 3	Cuddapah.
...	...	...	...	...	...	...	...	...	...	10 11	10 6	Karnul.
...	...	...	...	...	...	...	...	...	...	...	...	East Coast, north—
20 11	20 11	...	...	...	...	...	...	...	...	10 —	10 —	Ganjam.
23 11	23 3	...	...	...	...	...	...	...	...	13 3	12 10	Vizagapatam.
21 13	23 10	...	...	...	...	...	...	...	...	12 2	12 2	Godavari.
...	...	...	...	...	...	...	...	...	...	...	...	East Coast, central—
28 5	28 5	...	...	...	...	...	...	...	...	13 3	13 3	Kistna.
25 —	23 2	...	...	...	...	...	...	...	...	12 13	12 13	Nellore.
...	...	...	...	...	...	...	...	...	...	...	...	East Coast, south—
22 10	22 10	...	...	...	...	...	...	...	...	12 14	12 14	Madras.
21 14	19 3	...	...	...	...	...	...	...	...	13 5	13 5	Chinglopat.
27 5	25 13	...	...	...	...	...	...	...	...	12 2	12 2	N. Arcot.
19 14	19 14	...	...	...	...	...	...	...	...	13 3	13 3	S. Arcot.
27 3	26 6	...	...	...	...	...	...	...	...	12 14	12 14	Tanjore.
22 14	22 5	...	...	...	...	...	...	...	...	12 —	12 —	Trichinopoly.
...	...	...	...	...	...	...	...	...	...	...	...	Southern—
17 13	17 13	...	...	...	...	...	...	...	...	13 8	13 13	Tinnevely.
19 6	19 6	...	...	...	...	...	...	...	...	13 2	13 2	Madura.
...	...	...	...	...	...	...	...	...	...	...	...	Mysore—
20 —	20 —	...	...	11 12	12 8	...	...	9 2	9 8	10 8	10 13	Mysore.
26 4	29 6	...	...	12 9	12 9	...	...	11 —	11 8	10 8	11 8	Bangalore.
32 —	32 —	...	...	10 —	10 —	...	...	10 —	10 —	10 —	9 —	Kolar.
40 —	40 —	32 —	32 —	12 —	...	...	...	11 —	11 —	10 —	10 —	Tumkur.
30 —	26 10	...	...	13 —	13 —	...	...	10 —	10 —	10 —	10 —	Hassan.
25 —	25 —	...	...	12 —	13 —	...	...	10 —	11 —	10 —	10 —	Kadur.
37 13	39 14	...	...	14 11	15 12	...	...	14 11	14 11	11 9	10 8	Shimoga.
38 —	36 —	40 —	40 —	16 —	16 —	...	...	14 —	14 —	9 —	9 —	Chitaldrug.
...	...	...	...	...	...	...	...	...	...	...	...	Coorg—
23 —	24 8	...	...	24 —	23 8	...	...	9 8	8 8	10 8	10 —	Coorg.
...	*	...	...	9 11	12 14	...	...	8 —	8 11	32 —	32 —	Aden.

\* Not sold.

J. E. O'CONOR,  
Director-General of Statistics.


J. F. FINLAY,  
Secretary to the Government of India.



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

*Total Gross and Net Indian Sea and Land Customs Revenue (excluding Salt Revenue).*  
[In thousands of Rupees]

	IN THE TWO MONTHS, APRIL AND MAY, OF									
	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
<b>IMPORTS (GROSS REVENUE)</b>										
Arms, Ammunition, and Military Stores . . . . .	42	57	51	45	50	48	68	58	51	39
Liquors:										
Spirit . . . . .	9.08	8.68	9.33	8.59	9.17	10.36	9.85	9.19	10.27	11.38
Other liquors . . . . .	1.12	1.29	1.09	1.18	1.01	1.20	1.08	1.03	99	1.02
Apparel, including haberdashery and millinery . . . . .	—	—	—	—	1.09	1.11	1.17	76	82	1.02
Chemical products and preparations . . . . .	—	—	—	—	53	44	44	41	37	48
Cotton manufactures:										
Twist and yarn . . . . .	—	—	—	—	—	2.63	—	—	—	—
Piece goods, grey . . . . .	—	—	—	—	—	9.61	8.63	6.49	7.48	9.00
" white . . . . .	—	—	—	—	—	3.59	3.24	2.76	3.14	3.88
" coloured . . . . .	—	—	—	—	—	3.09	3.44	1.86	2.93	4.20
Other goods . . . . .	—	—	—	—	—	43	18	16	17	30
Drugs, medicines, and narcotics . . . . .	—	—	—	—	60	55	58	61	52	60
Dyeing and tanning materials . . . . .	—	—	—	—	41	62	71	57	70	79
Glass and glassware . . . . .	—	—	—	—	60	65	77	42	52	74
Hardware and cutlery . . . . .	—	—	—	—	1.24	1.26	1.27	1.21	1.24	1.30
Metals:										
Copper . . . . .	—	—	—	—	66	1.46	1.64	1.00	65	34
Iron and steel . . . . .	—	—	—	—	51	78	72	71	67	67
Silver . . . . .	—	—	—	—	4.41	4.71	4.40	9.11	8.87	5.19
Tin . . . . .	—	—	—	—	20	23	25	22	16	7
Other metals . . . . .	—	—	—	—	97	63	46	31	44	33
Oils: Petroleum . . . . .	2.84	3.38	3.34	3.57	2.90	8.02	5.56	8.52	6.80	6.91
Paints and colours . . . . .	—	—	—	—	31	29	33	27	30	37
Paper . . . . .	—	—	—	—	38	44	43	26	38	44
Provisions . . . . .	—	—	—	—	69	1.43	1.39	1.34	1.14	1.25
Silk, raw and manufactured . . . . .	—	—	—	—	1.75	1.91	1.91	1.13	1.15	1.30
Spices . . . . .	—	—	—	—	75	52	67	73	65	92
Stationery . . . . .	—	—	—	—	24	24	31	19	19	26
Sugar . . . . .	—	—	—	—	2.40	3.56	2.02	3.07	2.61	3.17
Tea . . . . .	—	—	—	—	29	27	33	18	8	6
Umbrellas . . . . .	—	—	—	—	58	40	32	35	30	30
Wood and timber . . . . .	—	—	—	—	16	23	19	17	11	18
Woollen goods . . . . .	—	—	—	—	63	58	60	59	60	82
Imports by post . . . . .	...	...	...	...	22	21	26	25	26	28
All other articles . . . . .	1	...	...	1	3.51	4.08	3.75	3.39	3.58	3.80
<b>TOTAL</b> . . . . .	13.47	13.92	14.27	13.80	36.71	66.01	57.60	57.84	58.63	61.84
<b>EXPORTS (GROSS REVENUE)</b>										
Rice and rice-flour . . . . .	17.43	16.20	11.34	15.06	17.92	17.20	15.60	10.29	19.99	17.38
<b>TOTAL GROSS REVENUE</b> . . . . .	30.90	30.12	25.61	28.86	54.63	83.21	73.20	68.13	78.62	79.21
<b>TOTAL NET REVENUE</b> . . . . .	30.16	29.18	24.91	28.00	53.49	81.50	71.01	66.88	77.10	77.55
<i>Provincial distribution of Net Customs Revenue</i>										
Bengal . . . . . { Import . . . . .	3.27	3.88	4.47	3.57	9.15	19.76	19.32	18.46	20.57	24.33
Export . . . . .	2.79	2.36	2.24	2.81	2.28	3.55	2.62	1.50	3.24	2.99
Bombay . . . . . { Import . . . . .	4.76	4.66	4.04	5.23	17.73	27.39	24.31	26.17	24.05	22.22
Export . . . . .	45	31	41	49	50	68	75	57	86	44
Sind . . . . . { Import . . . . .	1.27	1.34	95	1.28	2.64	3.99	3.74	3.33	3.98	4.02
Export . . . . .	25	19	20	13	16	17	11	20	37	25
Madras . . . . . { Import . . . . .	2.23	2.04	1.92	1.76	3.75	7.56	3.83	4.75	3.95	4.87
Export . . . . .	76	61	65	73	1.19	97	1.27	2.15	82	1.21
Burma . . . . . { Import . . . . .	1.64	1.60	1.93	1.58	2.72	5.90	4.65	4.32	5.15	5.09
Export . . . . .	12.74	12.19	7.50	10.42	13.37	11.53	10.41	5.43	14.11	11.94

 *Continuation Sheets of Supplement to the Gazette of India published at Calcutta.*



GOVERNMENT OF INDIA.  
HOME DEPARTMENT.

RESERVATION OF A CERTAIN NUMBER OF CIVIL SURGEONCIES FOR CIVIL ASSISTANT SURGEONS.

Nos. 1084—93.

*Extract from the Proceedings of the Government of India in the Home Department (Medical),—under date Simla, the 22nd June, 1899.*

Read—

Home Department Resolution Nos. 1141—50, dated the 22nd August 1898, regarding the improvement of the position and prospects of Civil Assistant Surgeons.

RESOLUTION.

In paragraph 8 of the Resolution cited in the preamble, the Government of India sanctioned the reservation of 19 Civil Surgeoncies for Civil Assistant Surgeons, and stated that they were in correspondence with Local Governments with the object of increasing the number to 28. Arrangements have now been made to reserve 28 Civil Surgeoncies for Civil Assistant Surgeons, distributed amongst the provinces as follows:

Madras	...	...	...	...	...	5
Bombay	...	...	...	...	...	3
Bengal	...	...	...	...	...	7
North-Western Provinces and Oudh	...	...	...	...	...	4
Punjab	...	...	...	...	...	3
Burma	...	...	...	...	...	4
Central Provinces	...	...	...	...	...	2
TOTAL						28

The complete arrangement cannot be made at once; as occasion offers, the districts will be placed in charge of Civil Assistant Surgeons until the maximum number (28) is reached.

ORDER.—Ordered that a copy of this Resolution be forwarded to all Local Governments and Administrations (except Coorg and Hyderabad) for information and guidance, and to the Department of Finance and Commerce for information.

Ordered also that the Resolution be published in the Supplement to the *Gazette of India*.

[True Extract.]

A. H. L. FRASER,  
*Offg. Secy. to the Govt. of India.*

A

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

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Weather Review of India for the Week ending at 8 a.m. on  
Saturday, June 17th, 1899.

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Monsoon rainfall has continued steadily during the week in Burma, Bengal, Assam and on the west coast. On the 12th rainfall was more general and widely distributed than it had been at the commencement of the week and continued to be fairly general on the 13th and 14th. The Punjab, Sind, Rajputana and Gujarat have received only a few showers.

With the exception of the disturbed area in the Arabian Sea near the Bombay Coast and at the head of the Bay, winds have been fairly normal in direction, but have nearly everywhere been lighter than is usual at this time of the year.

The variations in temperature have been generally dependent on the distribution of rainfall. Temperature has been below the normal in Burma, Bengal, Assam and on the west coast, and the mean temperature of the whole country was lowest on the 13th and 14th, days of general and extended rainfall. In Sind and Rajputana temperature was above the normal on almost every day of the week. The greatest changes in temperature occurred in the Punjab where it was largely in excess at the commencement of the week, the mean temperature of the whole province being  $6.5^{\circ}$  above the normal. The temperatures reported on Thursday, the 15th, were on an average  $6.3^{\circ}$  below the normal, there having thus been in four days a change in the variation from the normal of  $+6.5^{\circ}$  to  $-6.3^{\circ}$  or nearly  $13^{\circ}$ .

**Daily Summary.**—*Sunday, June 11th.*—Pressure had risen over North-Eastern India, was steady along the west coast and had fallen elsewhere. A shallow depression lay over parts of the North-Western and Central Provinces, and there was an area of relatively low pressure over the Arabian Sea near the Bombay Coast. Easterly winds were extending in Northern India, but the wind force was lighter than usual in most parts of the country. Temperature was lower than usual in Burma, Assam, Bengal, Bihar and Berar and normal or above the normal elsewhere. General rain had fallen over Burma, Assam, Lower Bengal and the west of the Peninsula.

*Monday, June 12th.*—By a brisk rise in pressure along the foot of the North-West Himalayas the area of lowest pressure had been transferred southwards from the West Punjab to Upper Sind. The low pressure area over the Arabian Sea continued. Easterly winds had continued to extend in the north and were reported as far west as Rawalpindi. Temperature was about normal over Burma and Lower Bengal, above the normal in the Punjab and over the southern half of the Peninsula, and below the normal elsewhere. Rainfall had been general over Burma, Assam and the west coast.

*Tuesday, June 13th.*—The barometer had fallen everywhere, and the low pressure area in the Arabian Sea showed signs of intensifying. The direction of the winds was fairly normal, except on the Bombay Coast, where south-easterly winds were reported. Temperature was higher than usual in the West Punjab,



Rajputana, Gujarat and part of Madras and below the normal elsewhere. Rainfall had been more general and widely extended, and some moderately heavy falls were reported from Western India.

*Wednesday, June 14th.*—The barometric changes had been irregular. The low pressure area off the Bombay Coast was apparently growing deeper, and at the head of the Bay cyclonic conditions were developing, winds having cyclonic directions at the north of the Bay and in Deltaic Bengal where a small shallow depression was shown. Temperature was above the normal in the West Punjab, Sind, Rajputana, Gujarat, part of Madras and Lower Burma, and lower than usual in other parts of the country. With the exception of the Punjab, Rajputana, North Bombay and the central parts of India, where little or no rain had fallen, rainfall had been more or less general, and moderately heavy showers were reported from Burma, Bengal and the west coast.

*Thursday, June 15th.*—The low pressure area off the Bombay Coast had almost disappeared, but the depression at the head of the Bay continued, though it had hardly developed at all during the previous twenty-four hours. Very high winds were reported from the Bombay Deccan, but the winds on the west coast had veered to their normal monsoon directions. Higher temperatures than usual had been registered in Sind, Rajputana, Gujarat, the Central Provinces and the Madras Coast, but elsewhere temperature was below the normal. In Bengal, Burma and the West Peninsula rainfall had been general and in some places heavy, but there had been practically no rain over the central parts of the country, Sind, Gujarat and South Madras.

*Friday, June 16th.*—The distribution of pressure was somewhat irregular and unusual, a large area of low pressure occupying nearly the whole of Central and Northern India. Off the Bombay Coast pressure was again unsteady and conditions unsettled. The small depression at the head of the Bay had moved inland over Orissa. From Ratnagiri northwards light winds were reported, but in other parts of the west coast and in the Deccan winds were very strong. Temperature had fallen fast in Orissa and Gujarat and was below the normal in Orissa, Upper India and at Bombay. General rain had been received in Burma, Assam, Bengal and the west of the Peninsula, and some heavy showers were reported from the west coast and Bengal.

*Saturday, June 17th.*—Pressure had fallen briskly over the Punjab and risen generally over the Peninsula and Lower Burma, a tendency being thus shown to the re-establishment of the normal distribution of pressure. Small areas of squally unsettled weather existed over the head of the Bay and over the north-east of the Arabian Sea. At False Point and Veraval unsteady local north-east winds were blowing, but a fairly general south-easterly and easterly current prevailed over Bengal and up the Gangetic Plain as far as the Punjab. The mean temperature had risen fast in the Punjab and fallen fast in Chota Nagpur and the Bombay Deccan. There had been little or no rain in Upper and Central India and the centre and east of the Peninsula, but in the other parts of the country rainfall had been general and seasonable.

**Temperature.**—The mean temperature of the week has been lower than usual over the greater part of India. The deficiency has been considerable to large in Chota Nagpur, the North-West Provinces and Oudh, the mean temperature for the whole of the North-West Provinces and Oudh being  $8.9^{\circ}$  below the normal on the 13th, and  $9.8^{\circ}$  below the normal on the 14th. Temperature has been generally in excess in Sind and Rajputana and, during the first part of the week, in the Punjab. The changes in temperature have been large in the Punjab, the variations from the normal changing from  $+6.5^{\circ}$  on the 11th to  $-6.3^{\circ}$  on the 15th. In Burma temperature throughout the week approximated closely to the normal, as the largest variation was only  $-1.3^{\circ}$  on the 11th.

The following table gives the mean temperature variation data for the week :

PROVINCE.	JUNE 1899.							Mean variation of week.
	11th	12th	13th	14th	15th	16th	17th	
	°	°	°	°	°	°	°	°
Burma . . . . .	-1.3	-0.2	-0.2	-0.4	-0.6	-0.8	-0.2	-0.5
Assam . . . . .	-7.0	-3.7	-3.6	-1.4	-0.4	-0.7	-2.1	-2.7
Bengal . . . . .	-5.1	-0.9	-1.2	-1.9	-1.5	-2.3	-2.8	-2.2
Orissa . . . . .	0	-3.1	-1.7	-2.0	-1.4	-5.6	-5.5	-2.8
Bihar . . . . .	-3.3	-3.2	-2.1	-3.6	-2.0	-0.2	-3.3	-2.5
Chota Nagpur . . . . .	+2.1	-2.6	-4.8	-6.1	-3.7	-1.8	-5.0	-3.1
N.-W. P. and Oudh . . . . .	-0.2	-6.2	-8.9	-9.8	-7.3	-3.7	-3.7	-5.7
Punjab . . . . .	+6.5	+4.6	-1.2	-2.8	-6.3	-5.4	-0.5	-0.7
Sind . . . . .	+0.3	-0.4	-0.3	+0.2	+2.5	+0.6	+0.1	+0.4
Rajputana . . . . .	+2.4	+1.8	+3.6	+3.8	+0.4	+0.9	+0.5	+1.9
Gujarat . . . . .	-0.2	-0.1	+0.5	+1.9	+3.2	-0.3	-1.8	+0.5
Central India . . . . .	-0.2	-3.4	-5.0	-2.7	-2.3	+0.7	+0.9	-1.7
Central Provinces . . . . .	-0.8	-4.1	-2.7	-0.8	+1.6	+2.8	+3.1	-0.1
Berar . . . . .	-1.2	-2.6	-3.3	-2.5	-0.8	+1.8	+1.4	-1.0
West Coast . . . . .	-0.7	-1.3	-1.6	-1.7	-1.4	-1.1	-1.5	-1.3
Bombay Deccan . . . . .	+1.2	-0.7	-3.7	-1.6	-0.5	-1.7	-1.8	-1.3
Mysore . . . . .	+0.9	+0.5	-0.7	-0.6	+0.1	+1.7	-1.8	0
Madras Coast . . . . .	+3.7	+1.2	-0.8	+0.8	+0.7	-0.2	+0.4	+0.8
Madras Deccan . . . . .	+0.9	+1.8	-0.4	+0.3	-0.3	+1.4	+1.2	+0.7
South India . . . . .	+1.7	+2.0	+0.5	+0.1	-0.4	-0.5	-0.8	+0.4
Mean for whole of India . . . . .	0	-1.0	-1.9	-1.5	-1.0	-0.7	-1.2	-1.0

The mean temperature for the whole country was normal on the 11th, but for the whole of the remainder of the week it was in defect, the deficiency being largest on the 13th when it amounted to 1.9°. For the whole week the mean variation was -1.0°.

The following gives the highest maximum reported on each day :

June 11th . . . . .	117.1°	at Jacobabad.
„ 12th . . . . .	116.1°	„ Do.
„ 13th . . . . .	114.2°	„ Do.
„ 14th . . . . .	113.2°	„ Do.
„ 15th . . . . .	112.2°	„ Do.
„ 16th . . . . .	107.7°	„ Jodhpur.
„ 17th . . . . .	111.3°	„ Jacobabad.

**Rain.**—There has been a gradual extension of easterly winds and of monsoon rainfall in Northern India during the past week. On Sunday general rainfall was confined to Burma, Assam, Lower Bengal and the West Peninsula; on Monday to only Burma, Assam and the west coast, but showers were more numerous in Central India and the North-Western Provinces. Rainfall was much more widely extended on Tuesday, Wednesday and Thursday, the only provinces where it was insignificant or altogether wanting being Sind, Rajputana, the Punjab, the central districts and the greater part of Madras. On Friday and Saturday the rain reported was chiefly from Burma, Bengal, Assam and the west of the Peninsula.

Rain has fallen every day in Burma, Bengal, Assam, Bihar and the west coast, but it has been lighter than usual in Burma, Assam and Deltaic and North Bengal. It has been heavier than usual in the remaining districts of Bengal and on the west coast. Rainfall in excess of the normal has, during the past



week, also fallen in the North-Western Provinces, the south-eastern, southern, submontane and hill districts of the Punjab, Gujarat, Kathiawar and the East Coast (North). The largest absolute variations from the normal rainfall of the week occurred in the west coast districts, and were: Coorg + 11.52 inches, Malabar + 6.32 inches and the Konkan + 5.29 inches.

The last three columns of the table at the end show that the rainfall of the period 4th to 17th June was normal or in slight defect in Burma, normal in Deltaic Bengal and Bihar, in slight defect in North and East Bengal, and in excess in Assam and the remaining divisions of Bengal. Rainfall was slightly to considerably in excess in the North-Western Provinces and in Gujarat and Kathiawar and normal or in slight excess in the west coast districts. Less rain than usual has been received in the central, northern, western and hill districts of the Punjab, the Central Provinces, Rajputana, Central India and Madras.

The following were the principal large totals recorded at individual stations during the week:

Burma	Maungolaw (Akyab)	16.55 inches.
Assam	Cheera Poonjee (Khasia Hills)	16.99 "
West Peninsula	Kayetri (Malabar)	25.95 "
	Karkul (South Kanara)	27.85 "
	Virajpet (Coorg)	18.01 "
	Bhatkol (North Kanara)	28.62 "
	Rajapur (Ratnagiri)	24.52 "
	Chandgore (Belgaum)	18.33 "
	Bavda (Kolhapur)	20.04 "

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING JUNE 17TH, 1899.			RAINFALL DATA FROM JUNE 4TH TO JUNE 17TH, 1899.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, June 4th to June 17th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim	6.16	10.66	— 4.50	13.98	20.08	— 30
	2. Lower Burma Deltaic.	3.68	4.23	— 0.55	6.90	8.72	— 21
	3. Central do.	2.43	2.83	— 0.40	4.59	5.93	— 23
	4. Upper do.	1.64	2.62	— 0.98	4.95	5.15	— 4
	5. Arakan	11.18	14.35	— 3.17	17.44	26.65	— 35
BENGAL AND ASSAM	6. Eastern Bengal	3.98	5.71	— 1.73	7.34	10.14	— 28
	7. Assam Surma	6.31	6.62	— 0.31	21.34	11.85	+ 80
	8. Do. Hills	6.48	8.48	— 2.00	23.13	14.72	+ 57
	9. Do. Brahmaputra	3.89	4.00	— 0.11	10.16	7.52	+ 35
	10. Deltaic Bengal	4.34	2.66	+ 1.68	4.96	5.04	— 1
	11. Central do.	4.54	2.59	+ 1.95	5.78	4.55	+ 27
	12. North do.	3.93	6.33	— 2.40	13.70	10.96	— 25
	13. Bengal Hills	11.07	7.30	+ 3.77	14.72	11.53	+ 28
	14. Orissa	4.37	1.66	+ 2.71	4.60	2.82	+ 63
	15. Chota Nagpur	4.22	1.85	+ 2.37	4.58	2.86	+ 60
NORTH-WESTERN PROVINCES AND OUDH.	16. South Bihar	1.98	1.46	+ 0.52	2.01	1.85	+ 9
	17. North do.	2.75	2.26	+ 0.49	2.95	3.13	— 6
	18. N.-W. P. East	1.56	0.97	+ 0.59	1.56	1.18	+ 32
	19. South Oudh	0.85	0.80	+ 0.05	0.89	1.03	— 14
	20. North do.	1.88	0.94	+ 0.94	1.88	1.30	+ 45
	21. N.-W. P. Central	1.15	0.74	+ 0.41	1.15	0.92	+ 25
	22. Do. West	1.56	0.37	+ 1.19	1.50	0.56	+ 179
PUNJAB	23. Do. East Submontane	2.25	1.17	+ 1.08	2.25	1.54	+ 46
	24. Do. West do.	1.40	0.91	+ 0.55	1.40	1.28	+ 14
	25. Do. Hills	3.10	1.25	+ 1.85	3.10	2.09	+ 51
	26. South-East Punjab	1.01	0.26	+ 0.75	1.01	0.49	+ 106
	27. South do.	0.46	0.20	+ 0.26	0.46	0.40	+ 15
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	28. Central do.	0.15	0.29	— 0.14	0.15	0.45	— 67
	29. Punjab Submontane	0.61	0.37	+ 0.24	0.71	0.64	+ 11
	30. Do. Hills	0.85	0.77	+ 0.08	0.91	1.58	— 42
	31. North Punjab	0.17	0.20	— 0.03	0.17	0.35	— 51
	32. West do.	0.10	0.12	— 0.02	0.10	0.20	— 50
	33. Malabar	15.50	9.18	+ 6.32	20.40	19.21	+ 6
	34. Madras South-Central	1.42	1.56	— 0.14	2.25	2.76	— 18
CENTRAL PROVINCES AND BERAR.	35. Coorg	17.75	6.23	+ 11.52	18.92	12.46	+ 51
	36. Mysore	1.78	1.22	+ 0.56	2.58	2.38	+ 8
	37. Konkan	12.24	6.95	+ 5.29	14.20	12.57	+ 13
	38. Bombay Deccan	2.85	1.28	+ 1.57	3.99	2.95	+ 35
	39. Hyderabad North	1.78	...	...	1.80	...	...
	40. Khandesh	2.86	1.19	+ 1.67	3.73	2.65	+ 41
	41. Berar	1.39	1.62	— 0.23	2.62	2.75	— 5
BOMBAY (NORTH)	42. Central Provinces West	0.50	1.72	— 1.22	0.77	2.73	— 72
	43. Do. do. Central	0.95	1.73	— 0.78	1.03	2.33	— 56
	44. Do. do. East	1.94	1.97	— 0.03	2.04	2.88	— 29
	45. Gujarat	1.92	0.87	+ 1.05	2.13	1.36	+ 57
RAJPUTANA AND CEN- TRAL INDIA.	46. Kathiawar	0.88	0.49	+ 0.39	1.48	0.70	+ 111
	47. Sind	0	0.02	— 0.02	0	0.04	— 100
	48. Baluchistan Hills	0	0.02	— 0.02	0	0.02	— 100
	49. Central India East	0.91	1.76	— 0.85	1.74	3.02	— 42
MADRAS	50. Rajputana East, Central India West	0.39	0.72	— 0.33	0.39	1.37	— 72
	51. West Rajputana	0	0.42	— 0.42	0	0.62	— 100
	52. East Coast North	1.27	1.12	+ 0.15	1.60	1.84	— 13
	52-A. Do. do. (a)	0	3.23	— 3.23	0.70	6.67	— 90
	53. Hyderabad South	0.37	...	...	2.66	...	...
	54. Madras Central	0.17	0.74	— 0.57	0.62	1.41	— 56
	55. East Coast Central	0.34	0.64	— 0.30	0.42	1.33	— 68
	56. Do. South	0.10	0.43	— 0.33	0.32	1.02	— 69
	57. Madras South	0.13	0.27	— 0.14	0.13	0.64	— 80

W. A. BION,  
for Meteorological Reporter to the  
Government of India.

SIMLA, 22nd June, 1899.

M. FINUCANE,  
Offg. Secretary to the Government of India



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 17th June.*—The rainfall was heavy on the West Coast and on the Nilgiris; good in the Northern districts and light in the southern part of the Circars, but there was little or none elsewhere. The water-supply is normal. Ploughing is very general and sowing is proceeding under the larger irrigation works and on the West Coast, but rain is now wanted for general sowing. The standing crop is generally in good condition. Such harvest as there is, is yielding fairly. Pasture is scarce, but fodder is sufficient. Cattle are in normal condition. Prices are slightly dearer in the Deccan; elsewhere they are almost stationary.

**Bombay.**—*For week ending 22nd June.*—There was rain throughout the Presidency Proper during the week; the fall was heavy in the Konkan and good or moderate elsewhere, except in Bijapur and in the greater part of Sholapur, where the fall was light and insufficient for general sowing. Ploughing and sowing operations are progressing generally and transplantation in Kanara and Hyderabad. Sowings are retarded by excessive rain in parts of Dharwar and Kanara. Fodder is sufficient, except in parts of Sind. A deficiency of water exists in parts of Sind and Baroda territory. Agricultural stock is healthy. Prices have risen in seven and fallen in two districts.

**Bengal.**—*For week ending 19th June.*—Cloudy and unsettled weather prevailed during the week, and good general rain fell in every district. The agricultural prospects of the Province are so far very favourable. The sowing of early rice and jute is nearly finished and the young plants are doing well. Lands are being ploughed and the sowing of the autumn crops and winter rice is going on. The condition of young sugarcane is generally good. A large flight of locusts passed through a portion of the Patna district, but no damage is reported. Locusts are still reported from Dacca. The fodder-supply is everywhere sufficient, except in one thana in Manbhum. No important change in the price of common rice is reported.

**North-Western Provinces and Oudh.**—*For week ending 21st June.*—Rain has been general in the Province. Preparations for the autumn crop sowings are in active progress everywhere, and early crops are being sown in some districts. Indigo and sugarcane are doing well. Supplies and fodder are sufficient. Prices have risen in places, otherwise they are almost stationary or falling slightly.

**Punjab.**—*For week ending 22nd June.*—Rain has fallen in all districts, except Amritsar, Shahpur, and Peshawar. Harvesting of spring crops is nearly over. Extra spring crops, as well as the standing autumn crops, are being watered. Rice and maize are being sown in Peshawar. Ploughings and sowings of autumn crops continue. More rain is urgently wanted. The outturn of the spring crops is reported average or below average and that of the extra spring crops is expected to be fair to average; but is below average in Ferozepore and Dera Ismail Khan. Recent rain has been beneficial to the standing crops and will help ploughings, but more is required for sowing purposes. Hail fell in parts of Lahore and damaged the crops. Cattle are said to be in fair condition, except in Hissar, Delhi, Shahpur, and Dera Ismail Khan, where they are getting lean. Fodder is scarce in Delhi, Shahpur, and parts of Hissar, Lahore, Peshawar and Dera Ismail Khan districts. Prices—especially of wheat—are rising in Hissar and Dera Ismail Khan; falling in Rawalpindi and Peshawar; and are unchanged elsewhere. Wheat is selling from 16½ to 22½,

barley 29 to 32, gram from 20 to 29, maize 26 to 32, great millet 19, bulrush-millet 18 to 23 $\frac{1}{2}$ , and rice 14 to 15 seers per rupee.

**Central Provinces.**—*For week ending 20th June.*—There has been general rain over the Provinces. Saugor received 3·09 inches; Seoni 3·44; and Sambalpur 4·09. In the remaining districts the falls have been lighter. Ploughing operations are almost completed and sowing is in progress in some parts of the Provinces. In Saugor, Damoh, and Hoshangabad 4,678, 2,383, and 589 persons, respectively, are in receipt of village relief; and in the last district 68 persons are in receipt of gratuitous relief. The demand for relief is apparently diminishing. Scarcity of fodder and water continues in parts of the Provinces. Prices are generally rising steadily; the price of wheat, gram, rice, and *juar* has risen in some districts, and has fallen in others. The cheapest prices are—wheat 21, gram 36, rice 21, and *juar* 27 seers per rupee; the dearest prices are—wheat 12 $\frac{1}{2}$ , gram 18, rice 10, and *juar* 19 $\frac{1}{2}$  seers per rupee.

**Burma.**—*For week ending 17th June.*—In Lower Burma ploughing is progressing in all districts. Sowing has also commenced in six districts and young plantain are being transplanted in parts of Henzada. Sowing on hill sides in the Tavoy district is nearly completed. In Upper Burma reaping of the dry weather crop has been completed in parts of Katha and Pakòkku. The crop has suffered from excessive rain as reported last week. Early paddy is being reaped in Mandalay. Sowing on the hill sides in the Northern districts continues in Kyaukse. Transplanting of the early wet weather crop is completed. Ploughing for and sowing of the wet weather paddy crop and the early upland crops such as cotton, sesamum, and maize continue in most districts. The condition of the standing crops is fair, except in the Pagan sub-division of the Myingyan district, where more rain is wanted; and in three townships of Mandalay where the floods have done damage. The price of paddy has been stationary during the week, except for a slight fall in Rangoon, Amherst, Bassein, and Thongwa.

**Assam.**—*For week ending 20th June.*—The weather is wet and unfavourable for tea, but prospects are improving in Sibsagar. Sowing of early rice is finished in the Assam Valley. Ploughing for late rice, planting of sugarcane, and sowing of late rice seedlings are in progress. Prospects of early rice are fair on low lands, but the crop has been somewhat damaged by floods in the Surma Valley and partly in Nowgong. Tea blight is prevalent in Kamrup and Cachar. Fodder is scarce in parts of Sylhet. Prices—common rice—Silchar and Dhubri 17; Sylhet 19; Gauhati 17; Tezpur, Sibsagar, and Dibrugarh 12; and Nowgong 13 seers per rupee.

**Mysore and Coorg.**—*For week ending 20th June.*—**MYSORE:** Rainfall—16 cents in the Civil and Military station and rain general and good in parts of Hassan, Kadur, and Shimoga. Prices have slightly risen in Bangalore and Mysore. *Ragi* (*Eleusine coracana*) has been sown in parts of Tumkur and Mysore.

**COORG:**—Rainfall—18 inches 84 cents. Ploughing for rice continues. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 21st June.*—**BERAR:** The weather is warm with seasonable rainfall. Preparation of land for the monsoon crop is well advanced. Sowing of cotton has commenced. Fodder and water are insufficient in parts of the Province. Prices are fluctuating.

**HYDERABAD:** Rainfall during the week—76 cents. Autumn sowings have commenced in parts. Prices of grain are stationary. Prices—wheat 10, coarse rice 10 $\frac{1}{2}$ , and *jowari* 24 $\frac{1}{2}$  seers per current sicca rupee.

**Central India.**—*For week ending 21st June.*—Good rain fell in Central India during the week. Agricultural operations have been completed in Gwalior and are in progress elsewhere. Agricultural stock and pasturage are in good condition. Prices are above normal in Bundelkhand and normal elsewhere.



**Rajputana.**—*For week ending 21st June.*—Good rain fell during the week—Abu received 3·04 inches; Serohi 1·80; Meywar 1·97; Shahpura 1·5; Bikanir 1·15; Merwara over 1·00 inch; Pertabgarh 72; Bhurtpore 60; and Ajmere 38; the fall was slight elsewhere, but there was no rain in Marwar and Jey-sulmere. Agricultural operations are proceeding satisfactorily. Ploughing and sowing are progressing in parts. The condition of cattle and fodder is unchanged. Prices are rising in Kotah and Haraoti; slightly in Ajmere; and are steady elsewhere. Four persons emigrated from Ajmere during the week. The total emigration from Merwara to date numbers—4,431. The numbers employed on relief works were—Ajmere 568, Merwara 7,926, and Marwar 996. There are also 311 on ordinary works and 267 on gratuitous relief in Ajmere-Merwara. Prices have risen slightly in Ajmere, Beawar, and Marwar.

**Kashmir.**—*For week ending 20th June.*—The weather is fine. Prospects of the spring crops are excellent. Prices continue below normal. Rice—27 seers per rupee.

**JAMMU PROVINCE.**—*For week ending 21st June.*—Slight rain fell during the week. Prices are falling slightly. Prices—wheat 16 to 22 and maize 23 to 31 seers per rupee. The condition of the standing crops is fair. Sowings of the autumn crops are in progress. Fodder is sufficient.

**Nepal.**—*For week ending 17th June.*—Rainfall—2·26 inches. The weather is stormy and showery. Indian-corn and upland rice are doing well. Rice—8½ seers per rupee.

M. FINUCANE,

*Offg. Secretary to the Government of India.*

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 11TH JUNE 1898, AND FROM 1ST JANUARY TO 10TH JUNE 1899.**

N.B.—As regards the figures in column *Total earnings from 1st January 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st half of 1898.	WEEK ENDING 11TH JUNE 1898.				WEEK ENDING 10TH JUNE 1899.				Earnings from 1st January to 11th June 1898.	Earnings from 1st January to 10th June 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.													
Standard gauge—	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
East Indian	694	1,740	11,11,210	639	1,747	11,52,000	659	2,90,27,112	2,88,13,000	...	2,14,11,...	...	...
Bengal Central	162	125	16,559	132	125	16,800	134	4,79,769	4,68,000	...	...	...	...
Bengal-Nagpur	181	962	1,24,490	129	1,108	1,34,000	121	38,14,338	42,26,000	4,11,662	...	...	...
Indian Midland (inclgd. Bhopal-Itarsi)	171	800	1,65,513	207	868	1,28,000	147	32,53,743	34,15,000	1,61,257	...	...	...
Bezawada extn. (East Coast State)	191	21	2,814	134	21	2,700	129	99,207	73,200	...	...	...	...
Washermenpet-Ennur sec. (Bez.-Mad.)	119	9	836	93	9	2,800	311	23,829	38,600	14,771	...	...	...
Metre gauge—													
Rajputana-Malwa (inclgd. G.-R.-Nagda)	264	1,815	5,87,100	324	1,815	4,44,000	245	1,10,42,779	1,11,63,000	1,20,221	...	...	...
Palampur-Deesa	44	17	1,124	66	17	900	53	15,076	16,900	1,824	...	...	...
South Indian	161	1,042	1,74,270	167	1,023	1,62,000	158	37,57,381	36,49,000	...	1,08,38,...	...	...
Mayavaram-Mutpet	88	54	5,280	98	54	5,400	100	1,07,736	1,04,000	...	...	...	...
Southern Mahratta (inclgd. G.-M. Fron. sec.)	103	1,165	1,33,222	114	1,165	1,32,000	113	27,74,236	26,85,000	...	...	...	...
Mysore section (Southern Mahratta)	107	296	34,067	115	296	22,300	75	7,39,065	4,46,000	...	...	...	...
Bengal and N.-W. inclgd. Tirthoot sec.	162	873	1,35,019	155	1,082	2,02,000	187	32,51,761	37,68,000	5,16,239	...	...	...
Lucknow-Bareilly	106	200	22,728	114	210	21,700	103	5,54,080	5,82,000	27,920	...	...	...
Assam-Bengal	90	286	26,218	92	433	26,800	62	5,89,729	7,39,000	1,49,271	...	...	...
Burma	223	936	1,26,726	135	936	1,63,000	174	47,09,359	42,91,000	...	4,18,359	...	...
TOTAL	266	10,341	26,67,236	258	10,969	26,16,400	240	6,42,39,200	6,44,77,700	2,38,500	...	...	...
State lines worked by the State.													
Standard gauge—													
North Western (a)	287	2,836	9,45,641	328	2,963	8,90,000	300	1,91,48,505	1,58,71,000	...	32,77,505	...	...
Onth and Rohilkhand (inclgd. m. g. link)	217	1,013	2,25,829	233	1,013	2,47,000	244	47,13,443	51,54,000	4,40,557	...	...	...
Eastern Bengal (inclgd. metre & 2' 6")	319	818	2,02,865	248	834	2,08,000	249	61,39,908	54,85,000	...	6,54,908	...	...
East Coast (b)	116	537	45,599	85	794	72,000	91	14,38,357	19,27,000	4,88,643	...	...	...
Special gauges—													
Jorhat	66	25	1,010	40	25	2,300	92	41,221	39,600	...	1,621	...	...
Cherra-Companyganj	20	...	...	...	...	(c)	...	(d) 424	(e) 6,400	5,976	...	...	...
TOTAL	261	5,279	14,20,944	269	5,628	14,19,300	252	3,14,81,858	2,84,83,000	...	29,98,858	...	...
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	514	1,491	7,65,144	513	1,491	6,26,000	420	1,83,25,951	1,85,48,000	2,22,049	...	...	...
Bombay, Baroda and Central India	775	461	4,73,268	1,027	461	3,85,000	835	81,77,791	80,50,000	...	1,27,791	...	...
Madras	258	840	2,20,291	262	843	1,95,000	231	49,77,657	42,29,000	...	7,48,657	...	...
TOTAL	480	2,792	14,58,703	522	2,795	12,06,000	431	3,14,81,399	3,08,27,000	...	6,54,399	...	...
TOTAL (GUARANTEED AND STATE)	297	18,412	55,46,883	301	19,332	52,41,700	271	12,72,02,457	12,37,87,700	...	34,14,737	...	...
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	217	162	31,505	194	162	24,600	152	8,26,798	6,25,000	...	2,01,798	...	...
Tarakesar	330	22	5,072	231	22	5,200	236	1,71,218	1,55,000	...	16,218	...	...
Southern Punjab (Delhi-Samastota)	75	400	51,589	129	423	33,500	79	6,47,382	6,18,000	...	29,382	...	...
Tapti Valley	...	...	...	...	...	1,900	27	...	48,300	48,300	...	...	...
Metre gauge—													
Brahmaputra-Sultanpur	...	...	...	...	...	1,000	40	...	(f) 8,200	8,200	...	...	...
Mymensingh-Jamalpur-Jagannathganj	...	...	...	...	...	900	27	...	27,200	27,200	...	...	...
Rohilkhand and Kumaon (Co.'s sec.)	137	66	8,811	134	66	9,600	145	2,03,556	2,09,000	5,444	...	...	...
Segowlie-Baxaul	...	...	...	...	...	700	39	...	(g) 8,100	8,100	...	...	...
Bengal Doonars	106	36	3,790	105	36	5,400	150	77,193	72,000	...	5,193	...	...
Dibru-Sadiya	200	78	14,171	182	78	17,700	227	3,65,175	4,04,000	38,825	...	...	...
Ahmedabad-Parantij	59	55	4,023	73	55	5,700	104	73,812	88,000	14,188	...	...	...
Special gauges—													
Darjeeling-Himalayan	266	51	14,762	289	51	15,000	294	3,16,775	3,03,000	...	13,775	...	...
Barsi	156	21	3,208	153	21	3,500	167	60,839	87,900	7,061	...	...	...
TOTAL	135	891	1,36,931	154	1,061	1,24,700	118	27,62,748	26,53,700	...	1,09,048	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goon	31	74	2,076	28	148	9,900	67	49,326	1,24,000	74,674	...	...	...
Bhopal-Ujjain	76	114	8,745	77	114	12,400	109	1,98,339	2,40,000	41,661	...	...	...
Nagda-Ujjain	86	35	3,059	87	34	3,000	106	66,357	57,900	...	8,457	...	...
The Nizam's guaranteed state	235	334	78,850	236	334	66,700	200	17,96,493	17,14,000	...	82,493	...	...
The Gakwar's Petlad	70	13	1,803	130	13	1,900	100	18,351	24,400	6,049	...	...	...
Rajpura-Bhatinda	140	108	21,533	199	108	19,000	176	3,50,542	2,89,000	...	61,542	...	...
Kolar Gold-fields	408	10	3,931	393	10	1,900	190	91,980	64,200	...	27,780	...	...
Metre gauge—													
Yesvantpur-Mysore Fron. sec. (inclgd. M.-Nanjangud)	71	66	5,536	84	66	3,700	56	1,07,169	73,000	...	34,169	...	...
The Gakwar's Mehsana	81	93	8,196	88	93	8,800	95	1,61,738	1,66,000	4,262	...	...	...
Kolhapur	55	29	1,714	59	29	2,700	93	36,841	49,900	13,059	...	...	...
Special gauges—													
The Gakwar's Dabhoi	58	79	6,768	86	79	6,100	77	1,02,717	1,09,000	6,283	...	...	...
Rajpipla	13	19	146	8	32	600	18	4,909	17,700	12,791	...	...	...
Cooch Behar	63	22	1,527	69	34	1,600	47	33,967	32,500	...	1,467	...	...
TOTAL	133	996	1,43,824	144	1,094	1,38,300	126	30,18,729	29,61,600	...	57,129	...	...
Lines owned & worked by n. states.													
Metre gauge—													
Bhavnagar-Gondal-Junagad-Porbandar	126	334	51,319	154	334	35,100	105	9,88,982	9,27,000	...	61,982	...	...
Jetalsar-Rajkot	80	46	3,972	86	46	3,700	80	85,311	93,400	8,089	...	...	...
Jamnagar	38	54	2,278	42	54	2,600	48	46,779	54,200	7,421	...	...	...
Dhrangadra	...	21	651	31	21	1,500	71	(h) 651	34,500	33,849	...	...	...
Jodhpore-Bickaneer	66	405	28,915	71	467	43,600	93	5,62,246	8,72,000	3,09,754	...	...	...
Oodeypore-Chitor	42	60	3,630	61	61	3,500	57	57,822	77,400	19,578	...	...	...
Special gauge—													
Morvi	82	94	13,999	140	94	9,000	96	1,74,312	1,96,000	21,688	...	...	...
TOTAL	86	1,014	1,04,764	103	1,077	99,000	92	19,16,103	22,54,500	3,38,397	...	...	...
GRAND TOTAL	273	21,313	59,32,402	278	22,564	56,03,700	248	13,48,00,037	13,16,57,500	...	32,42,537	...	...

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rys.  
(b) Including Bezawada-Madras ry.  
(c) Closed for traffic.  
(d) From 9th to 31st March 1898.

(e) From 1st January to 31st March 1899.  
(f) From 1st April to 10th June 1899.  
(g) From 1st March to 10th June 1899.  
(h) From 1st to 11th June 1898.

W. J. McELHINNY, Captain, R.E.,  
Offg. Under Secy. to the Govt. of India.

SIMLA, the 22nd June, 1899.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. X OF 1899-1900.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total earnings from 1st April 1899*, audited figures have been used, as far as possible.



RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 11TH JUNE 1898.				WEEK ENDING 10TH JUNE 1899.				Earnings from 1st April to 11th June 1898.	Earnings from 1st April to 10th June 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Standard gauge—													
East Indian	654	1,740	11,11,210	639	1,747	11,52,000	659	1,31,55,947	1,26,37,000	...	5,18,947	...	
Bengal Central	183	125	16,559	132	125	16,800	134	1,97,455	1,89,000	...	8,455	...	
Bengal-Nagpur	139	962	1,24,490	129	1,168	1,34,000	121	18,28,843	16,98,000	...	1,28,843	...	
Indian Midland (inclgd. Bhopal-Itarsi)	155	800	1,65,513	207	868	1,28,000	147	15,92,093	15,81,000	...	11,093	...	
Bezwada extn. (East Coast State)	155	21	2,814	134	21	2,700	129	45,603	34,000	...	11,603	...	
Washermenpet-Ennūr sec. (Bez.-Mad.)	135	9	836	93	9	2,800	311	10,332	20,500	10,168	...	...	
Metre gauge—													
Rajputana-Malwa (inclgd. G.-R.-Nāgdā)	210	1,815	5,87,160	324	1,815	4,44,000	245	56,67,743	47,48,000	...	9,19,743	...	
Pālanpur-Deesa	44	17	1,124	66	17	900	53	7,848	7,600	...	248	...	
South Indian	166	1,042	1,74,270	167	1,023	1,62,000	158	17,09,606	16,84,000	...	85,606	...	
Māyavaram-Mutpet	92	54	5,280	98	54	5,400	100	53,177	49,500	...	3,677	...	
Southern Mahratta (inclgd. G.-M. Fron. sec.)	113	1,165	1,33,222	114	1,165	1,32,000	113	13,90,745	13,02,000	...	88,745	...	
Mysore section (Southern Mahratta)	123	296	34,067	115	296	22,300	75	3,30,415	2,20,000	...	1,10,415	...	
Bengal and N.-W. inclgd. Tirhoot sec.	147	873	1,35,019	155	1,082	2,02,000	187	15,32,919	19,53,000	4,30,081	...	...	
Lucknow-Bareilly	81	200	22,728	114	210	21,700	103	2,73,823	2,73,000	...	828	...	
Assam-Bengal	73	286	26,218	92	433	20,800	62	2,55,609	2,91,000	35,391	...	...	
Burma	186	936	1,26,726	135	936	1,63,000	174	17,77,429	16,88,000	...	89,429	...	
TOTAL	243	10,341	26,67,236	258	10,909	26,16,400	240	2,98,77,592	2,83,75,600	...	15,01,992	...	
State lines worked by the State.													
Standard gauge—													
North Western (a)	236	2,886	9,45,641	328	2,962	8,90,000	300	89,58,780	73,26,000	...	16,30,780	...	
Oudh and Rohilkhand (inclgd. m. g. link)	195	1,013	2,25,820	223	1,013	2,47,000	244	23,17,794	23,48,000	2,30,206	...	...	
Eastern Bengal (inclgd. metre & 2' 6")	362	818	2,02,855	248	834	2,08,000	249	23,63,404	23,04,000	...	59,404	...	
East Coast (b)	106	537	45,599	85	794	72,000	91	6,19,262	8,84,000	2,64,738	...	...	
Special gauges—													
Jorhāt	69	25	1,010	40	25	2,300*	92	15,737	16,700	963	...	...	
Cherra-Companyganj	44	...	...	...	...	(c)	...	...	(c)	...	...	...	
TOTAL	235	5,279	14,20,944	269	5,628	14,19,300	252	1,42,74,957	1,30,80,700	...	11,94,257	...	
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	381	1,491	7,65,144	513	1,491	6,26,000	420	89,49,866	71,83,000	...	17,66,866	...	
Bombay, Baroda and Central India	586	461	4,73,268	1,027	461	3,85,000	835	48,05,173	39,01,000	...	9,04,173	...	
Madras	261	840	2,20,291	262	843	1,95,000	231	22,66,711	19,19,000	...	3,47,711	...	
TOTAL	379	2,792	14,58,703	522	2,795	12,06,000	481	1,60,21,750	1,30,03,000	...	30,18,750	...	
TOTAL (GUARANTEED AND STATE)	262	18,412	55,46,883	301	19,332	52,41,700	271	6,01,74,299	5,44,59,300	...	57,14,999	...	
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	207	162	31,505	194	162	24,600	152	3,25,375	2,82,000	...	43,375	...	
Tarakesur	278	22	5,072	231	22	5,200	236	77,854	69,200	...	8,654	...	
Southern Punjab (Delhi-Samāsa)	42	400	51,589	129	423	33,500	79	4,17,766	3,18,000	...	99,766	...	
Tapti Valley	...	...	...	...	71	1,900	27	...	26,000	26,000	...	...	
Metre gauge—													
Brahmaputra-Sultanpur	...	...	...	...	25	1,000	40	...	8,200	8,200	...	...	
Mymensingh-Jamalpur-Jagannathganj	...	...	...	...	33	900	27	...	10,600	10,600	...	...	
Rohilkhand and Kumaon (Co.'s sec.)	121	66	8,811	134	66	9,600	145	1,10,533	94,200	...	16,333	...	
Segowli-Raxaul	...	...	...	...	18	700	39	...	6,000	6,000	...	...	
Bengal Doonars	149	36	3,790	105	36	5,400	150	31,927	33,700	...	1,773	...	
Dibru-Sadiya	198	78	14,171	182	78	17,700	227	1,65,316	1,73,000	7,684	...	...	
Ahmedabad-Parāntij	45	55	4,023	73	55	5,700	104	44,064	44,300	236	...	...	
Special gauges—													
Darjeeling-Himalayan	274	51	14,762	289	51	15,000	294	1,75,006	1,58,000	...	17,006	...	
Bārsi	125	21	3,208	153	21	3,500	167	37,207	35,000	...	2,207	...	
TOTAL	147	891	1,36,931	154	1,061	1,24,700	118	13,85,048	12,58,200	...	1,26,848	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonā	26	74	2,076	28	148	9,900	67	24,383	61,000	36,617	...	...	
Bhopal-Ujjain	61	114	8,745	77	114	12,400	109	92,512	1,09,000	16,488	...	...	
Nāgdā-Ujjain	60	35	3,059	87	94	3,600	106	34,878	28,400	...	6,478	...	
The Nizam's Guaranteed State	211	334	78,850	236	334	66,700	200	8,38,910	7,21,000	...	1,17,910	...	
The Gaekwar's Potlād	84	13	1,803	139	13	1,300	100	12,450	12,900	450	...	...	
Rājputa-Rhātinda	122	108	21,533	199	108	19,000	176	1,65,816	1,51,000	...	14,816	...	
Kolar Gold-fields	402	10	3,931	393	10	1,900	190	39,960	23,100	...	16,860	...	
Metre gauge—													
Yesvantpur-Mysore Fron. sec. (inclgd. M.-Nanjangūd)	84	66	5,536	84	69	3,700	56	51,225	37,600	...	13,625	...	
The Gaekwar's Mehsāna	71	93	8,136	88	93	8,800	95	82,582	78,600	...	3,982	...	
Kolhāpur	57	29	1,714	59	29	2,700	93	18,941	22,100	3,159	...	...	
Special gauges—													
The Gaekwar's Dabhoi	51	79	6,768	86	79	6,100	77	58,219	58,700	481	...	...	
Rajpipla	11	19	146	8	32	600	18	2,670	8,600	5,930	...	...	
Cooch Behar	54	22	1,527	69	34	1,600	47	14,227	16,600	2,373	...	...	
TOTAL	120	996	1,43,824	144	1,094	1,38,300	126	14,36,773	13,28,600	...	1,08,173	...	
Lines owned & worked by n. states.													
Metre gauge—													
Bhāvnagar-Gondal-Junāgad-Porbandar	97	334	51,319	154	334	35,100	105	5,78,237	4,08,000	...	1,70,237	...	
Jetalsar-Rajkot	82	46	3,972	86	46	3,700	80	42,783	42,300	...	483	...	
Jāmnagar	38	54	2,278	42	54	2,600	48	25,508	26,400	892	...	...	
Dhrāngadrā	...	21	651	31	21	1,500	71	(d) 651	16,400	15,749	...	...	
Jodhpore-Bikaner	62	405	28,915	71	467	43,600	93	2,03,764	3,81,000	1,17,236	...	...	
Odeypore-Chitor	38	60	3,630	61	61	3,500	57	31,547	35,700	4,153	...	...	
Special gauge—													
Morvi	83	94	13,399	149	94	9,000	96	1,01,475	92,800	...	8,675	...	
TOTAL	75	1,014	1,04,764	103	1,077	99,000	92	10,43,965	10,02,500	...	41,465	...	
GRAND TOTAL	243	21,313	59,32,402	278	22,564	56,03,700	248	6,40,40,085	5,80,48,600	...	59,91,485	...	

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli ry.  
(b) Includes Bezwada-Madras ry.

(c) Closed for traffic.  
(d) From 1st to 11th June 1898.

W. J. McELHINNY, Captain, R.E.,  
Offg. Under Secy. to the Govt. of India.

MLA, the 22nd June, 1899.

No. 161 A. R.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

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ACCOUNT.  
RAILWAY.

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To

THE SECRETARIES TO THE GOVERNMENTS OF MADRAS, BOMBAY (RAILWAY), BENGAL, NORTH-WESTERN PROVINCES AND OUDH, BURMA, AND THE PUNJAB, PUBLIC WORKS DEPARTMENT.

THE SECRETARIES TO THE CHIEF COMMISSIONERS OF THE CENTRAL PROVINCES AND ASSAM, PUBLIC WORKS DEPARTMENT.

THE SECRETARY TO THE RESIDENT AT HYDERABAD, PUBLIC WORKS DEPARTMENT.

THE SECRETARY TO THE RESIDENT IN MYSORE, PUBLIC WORKS DEPARTMENT.

THE SECRETARIES TO THE AGENTS TO THE GOVERNOR GENERAL FOR RAJPUTANA AND CENTRAL INDIA, AND BALUCHISTAN, PUBLIC WORKS DEPARTMENT.

THE ACCOUNTANT GENERAL, PUBLIC WORKS DEPARTMENT.

THE CONSULTING ENGINEERS TO THE GOVERNMENT OF INDIA FOR RAILWAYS, CALCUTTA, LUCKNOW, ASSAM AND BURMA.

*Simla, 15th June, 1899.*

The undersigned is directed to forward, for information, a tabulated statement of the Financial statistics of the Indian State Railways for, and to end of the year 1898, excluding the East Indian Railway, for which a separate synopsis is prepared.

A. R. BECHER,

*Depy. Secy. to the Govt. of India.*





# The Gazette of India, EXTRAORDINARY.

PUBLISHED BY AUTHORITY.

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CALCUTTA; MONDAY, JANUARY 2, 1899.

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## STAR OF INDIA.

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### NOTIFICATION.

*Fort William; the 31st December, 1898.*

His Excellency the Grand Master of the Most Exalted Order of the Star of India is pleased to announce that Her Majesty the QUEEN, EMPRESS OF INDIA, has been graciously pleased to make the following appointments to the said Order :

#### *To be Knights Commanders.*

His Highness RASUL KHANJI MAHABAT KHANJI, NAWAB OF JUNAGARH.  
CHARLES CECIL STEVENS, Esquire, C.S.I., Indian Civil Service (Retired).

#### *To be Companions.*

The Honourable Mr. MACKENZIE DALZELL CHALMERS, an Ordinary Member of the Council of the Governor-General.  
The Honourable Mr. ARUNDEL TAGG ARUNDEL, Indian Civil Service, a Member of the Council of the Governor of Fort St. George.  
Lieutenant-Colonel DONALD ROBERTSON, Indian Staff Corps, Resident in Mysore and Chief Commissioner of Coorg.  
His Highness RAJA KIRTI SAH, OF TEHRI (Garhwal).  
JOHN PRESCOTT HEWETT, Esquire, C.I.E., Indian Civil Service, Secretary to the Government of India in the Home Department.

Colonel WILLIAM PLEACE WARBURTON, M.D., Indian Medical Service, Inspector-General of Civil Hospitals, North-Western Provinces and Oudh.

Colonel DAVID SINCLAIR, M.B., Indian Medical Service, Inspector-General of Jails, Chief of the Civil Medical Department, and Sanitary Commissioner, Burma.

By Order of the Grand Master,

W. J. CUNINGHAM,

*Secretary to the Most Exalted Order  
of the Star of India.*

## INDIAN EMPIRE.

### NOTIFICATION.

*Fort William; the 31st December, 1898.*

His Excellency the Grand Master of the Most Eminent Order of the Indian Empire is pleased to announce that Her Majesty the QUEEN, EMPRESS OF INDIA, has been graciously pleased to make the following appointments to the said Order:

#### *To be Knights Commanders.*

The Honourable Mr. ANDREW WINGATE, C.I.E., Indian Civil Service, an Additional Member of the Council of the Governor of Bombay for making Laws and Regulations, and Acting Chief Secretary to the Government of Bombay, in charge of the Plague Department.

Kunwar HARNAM SINGH, AHLUWALIA, C.I.E., of Kapurthala.

Major-General GERALD DECOURCY MORTON, C.B., British Service, Commanding the Lahore District.

Major-General GEORGE CORRIE BIRD, C.B., Indian Staff Corps, Commandant of the Punjab Frontier Force.

#### *To be Companions.*

Babu JOY GOBIND LAW, lately an Additional Member of the Council of the Governor-General for making Laws and Regulations.

Lieutenant-Colonel HENRY KELLOCK MCKAY, Indian Medical Service, Civil Surgeon of Jabalpur in the Central Provinces.

JOHN SIME, Esquire, M.A., LL.D., Director of Public Instruction in the Punjab.

ALEXANDER IZAT, Esquire, M.I.C.E., Agent and Chief Engineer of the Bengal and North-Western Railway.



Rai Bahadur Thakur MANGAL SINGH, of Garhi in the Alwar State.  
 Rai Bahadur DHANPAT RAI, Sardar Bahadur, Superintendent of the Jaipur Imperial Service Transport Corps.  
 Khan Bahadur DHANJIBHAI FAKIRJI COMMODORE, of Rawalpindi.  
 Major WINTHROP BENJAMIN BROWNING, Indian Medical Service, Surgeon to the Governor of Fort St. George.  
 Major JOHN JOSEPH HOLDSWORTH, Commandant of the Gorakhpur Light Horse.  
 FRANCIS JACK NEEDHAM, Esquire, Assistant Political Officer at Sadiya in the Lakhimpur District of Assam.  
 EDULJI DINSHAH, of Karachi.

By Order of the Grand Master,

W. J. CUNINGHAM,

*Secretary to the Most Eminent Order  
 of the Indian Empire.*

## HOME DEPARTMENT.

### NOTIFICATION.

#### SANITARY.

*Calcutta; the 31st December, 1898.*

Her Majesty the QUEEN, EMPRESS OF INDIA, has been pleased to approve the following appointments in the Order of St. John of Jerusalem, for services rendered in connection with the epidemic of Plague in India:—

#### As Honorary Associates—

Captain JOHN LLOYD THOMAS JONES, M.B., Indian Medical Service.  
 Captain WILLIAM ERNEST JENNINGS, M.B., Indian Medical Service.  
 Captain ARTHUR FREDERICK WILLIAM KING, Indian Medical Service.  
 Lieutenant WILLIAM JAMES NIBLOCK, M.B., Indian Medical Service.

#### As Honorary Serving Sisters—

Miss LILIAN M. ROBINSON.  
 Miss MAUD B. KENDALL.  
 Miss JANE ELEANOR WHEATLEY.  
 Miss EMMA ANN MOLES.  
 Miss JESSIE E. BLAIR HITCHMAN.  
 Miss MARION HALE.  
 Miss HARRIET JANE HORNE.  
 Sister HERIBERTA.  
 Mrs. ANNIE DYSON.

A. H. L. FRASER,

*Officiating Secretary to the Government of India.*

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## FOREIGN DEPARTMENT.

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### NOTIFICATIONS.

*Fort William; the 31st December, 1898.*

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Her Majesty the QUEEN, EMPRESS OF INDIA, has been graciously pleased to grant, as a personal distinction, an addition of two guns to the salute of nineteen guns at present enjoyed by His Highness SHRI PADMANABHA DASA VANJI SIR BALARAMA VARMA KULASHEKHARA KRITAPATI MANI SULTAN MAHARAJA RAJA RAMA RAJA BAHADUR SHAMSHER JANG, G.C.S.I., of TRAVANCORE.

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His Excellency the Viceroy and Governor-General is pleased to confer the title of Raja Bahadur as a personal distinction upon Raja Pratab Rudra Singh Deo, Feudatory Chief of the Sonpur State in the Central Provinces.

---

His Excellency the Viceroy and Governor-General is pleased to confer the title of Nawab as a personal distinction upon—

Khan Muhammad Hyat Khan, C.S.I., late Divisional Judge in the Punjab.  
Lieutenant-Colonel Sardar Muhammad Aslam Khan, C.I.E.

---

His Excellency the Viceroy and Governor-General is pleased to confer the title of Mahamahopadhyaya as a personal distinction upon Pandit Govinda Sastri, Professor in the Sanskrit College, Calcutta.

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His Excellency the Viceroy and Governor-General is pleased to confer the title of Dewan Bahadur as a personal distinction upon Wasudev Mahadev Samarth, Suba of the Baroda State, in recognition of the valuable services rendered by him in combating the plague.

His Excellency the Viceroy and Governor-General is pleased to confer the title of Dewan Bahadur as a personal distinction upon—

Sarukkai Gopala Chari, Acting District and Sessions Judge of Cuddapah in the Madras Presidency.

Edavalath Kakat Krishnan, a retired Sub-Judge and now Chairman of the Municipal Council of Tellicherry in the Madras Presidency.

Rai Bahadur Valluri Jagannatha Rao Pantulu, Deputy Collector, Madras.

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His Excellency the Viceroy and Governor-General is pleased to confer the title of Khan Bahadur as a personal distinction upon the gentlemen named below, in recognition of the valuable services rendered by them in combating the plague—

Khan Sahib Mahomedbhai Ibrahim, of Bombay.

Khan Sahib Fakirji Jiwaji, of Bombay.



Darasha Ratanji Chichgar, Shipping Agent and Licensed Broker in the Bombay Presidency.

Bomanjee Byramjee Patell, of Bombay.

Hakim Muhammad Dayem Hakim Abdulla Shah, of Bombay.

Abdur Razzak bin Kartas, of Bombay.

Fazalullah Lutfullah, of Bombay.

Samuel Essaji, of Bombay.

Dr. Shams-ud-din Jivabhai Sulemani, Chief Medical Officer of the Baroda State.

His Excellency the Viceroy and Governor-General is pleased to confer the title of Khan Bahadur as a personal distinction upon—

Khan Sahib Arbab Farid Khan, Commandant of the Hazara Border Military Police.

Khan Sahib Abdul Hamid Khan, Contractor, Malakand.

Khan Sahib Ghulam Haidar Khan, Achakzai.

Khan Sahib Muhammad Akbar Khan, Wazir-i-Wazarat of the Kashmir Frontier Districts.

Muhammad Abd-ul-Wahab Sahib, Madras.

Khawaja Usaf Shah, Honorary Magistrate of Amritsar in the Punjab.

Mirza Shujaat Ali Beg, Representative of Her Highness Nawab Shams-i-Jehan Begam, C.I. of Murshidabad, and tutor and guardian of the Khagra minors.

Munshi Mahsud Hassan Khan, Tahsildar of Karbal in the Mainpuri District in the North-Western Provinces.

Ghulam Kadir Khan, Superintendent of the Maksudangarh State in the Central India Agency.

Subedar-Major Ghulam Sadik Khan, Kohat Border Military Police.

Sardar Mir Muhammad Hassan, Gitchki, of Sami.

His Excellency the Viceroy and Governor-General is pleased to confer the title of Rao Bahadur as a personal distinction upon the gentlemen named below, in recognition of the valuable services rendered by them in combating the plague—

Rao Sahib Kesowji Nathu Saelor, of Bombay.

Rao Sahib Vissanji Khimji, of Bombay.

Karamsi Damji, of Bombay.

Manekchand Kapurchand, of Bombay.

Kushaba Chapaji Kale, of Bombay.

Dhondiba Hanumantrao Barde, of Bombay.

Dr. Krishnarao Vinayek Dhurandhar, Sanitary Commissioner of the Baroda State.

His Excellency the Viceroy and Governor-General is pleased to confer the title of Rao Bahadur as a personal distinction upon—

Rao Sahib C. Rangaya Naidu, late Judge of the Small Cause Court of Nagpur in the Central Provinces.

Deorao Jay Krishna, Extra Assistant Commissioner in Berar.

Pundit Gopal Vishwas Rao, Minister of the Dhar State in the Central India Agency.

Oyarat Chandu Menon, Sub-Judge, Madras.

Vembakam Srinivasa Charulu, Sub-Judge of Madura in the Madras Presidency.

Mannarnayanipalli Ramaswami Nayudu, Assistant Superintendent in the Revenue Survey Department, Madras.

Mathusami Aiyar Natarajaiyar, District Registrar of Tanjore in the Madras Presidency.

Medam Subbanna Chettiar, Municipal Councillor of Kurnool in the Madras Presidency.

Pagadala Kaveripakam Jagannadha Chettiar, Tahsildar of Kumbakonam in the Madras Presidency.

Rijhumal Mulram, a Mukhtyarkar in Sind.

Ottur Vasava Menon, Inspector of Police, Madras.

His Excellency the Viceroy and Governor-General is pleased to confer the title of Rai Bahadur as a personal distinction upon—

Pandit Janki Parshad, Extra Assistant Commissioner in the Punjab.

Bhaiya Dirguj Deo, Zamindar of Untari in Palamau in the Bengal Presidency.

Babu Mukund Lal Burman, Zamindar of Saidabad in Murshidabad in the Bengal Presidency.

Babu Bogolanand Mukerjee, late Manager of the estate of the late Annoda Persad Roy of Kassimbazar in Murshidabad in the Bengal Presidency.

Babu Behari Lal Barik, Gayawal of Gaya in the Bengal Presidency.

Babu Surjya Narain Singh, retired Assistant Surgeon and now medical officer in charge of the late Maharaja of Hutwa's family.

Babu Ram Bramha Sanyal, Superintendent of the Zoological Gardens, Calcutta.

Babu Dwarkanath Sircar, District Engineer of Nadia in the Bengal Presidency.

Babu Bipin Behari Bose, Assistant Manager of the Hutwa Raj.

Assistant Surgeon Chuni Lal Bose, Chemical Examiner to Government and Assistant Professor of Chemistry in the Medical College, Calcutta.

Thakur Ganesh Pershad Singh, Sub-Inspector of Police in Lucknow.

Chaudhri Ranjit Singh, Land-owner of the Bijnor District in the North-Western Provinces.

Thakur Gajraj Singh, Extra Assistant Commissioner in the Central Provinces.

Boota Singh, of Rawalpindi.

Rai Sahib Sher Singh, Store-keeper, Commissariat Department.

Babu Dulal Chandra Deb, Government Pleader of Sylhet.

His Excellency the Viceroy and Governor-General is pleased to confer the title of Khan Sahib as a personal distinction upon the gentlemen named below, in recognition of the valuable services rendered by them in combating the plague—

Bakshi Mir Sadrudin Khan Ajmudin Khan, a resident of Surat in the Bombay Presidency.



Moulvie Abdul Kadir, Municipal Commissioner of Surat in the Bombay Presidency.

Muhammad Fariduddin, of Bombay.

David Soloman, of Bombay.

Navroji Behramji Santuk, of Bombay.

Shaik Abdul Kadir, of Bombay.

Shaik Adam Yusufbhai, of Bombay.

Pallonji Pestonji Raghina, of Bombay.

Saiyid Nisar Hussein, of Bombay.

Saleh Muhammad Ibrahim, of Bombay.

Shaik Lal Muhammad, Hospital Assistant of the Baroda Residency.

His Excellency the Viceroy and Governor-General is pleased to confer the title of Khan Sahib as a personal distinction upon—

Muhammad Munir Sahib, Secretary to the Anjuman-i-Mufeed-i-Abla-i-Islam, Madras.

Munshi Muhammad Azim, Extra Assistant Commissioner in the Punjab.

Kadir Baksh Khan, Amdani, of the Dera Ghazi Khan district in the Punjab.

Muzhar Ali, Superintendent of Customs at Berbera.

Adarji Sorabji, Superintendent of Customs at Zaila.

Mir Durra Khan, Gitehki.

Kazi Muzaffar Khan, Officiating Extra Assistant Commissioner, Lower Zhob.

Shaik Akbar Ali, Civil Hospital Assistant, Bengal Medical Department.

Sher Ali, Inspector of Police in the Central Provinces.

His Excellency the Viceroy and Governor-General is pleased to confer the title of Rao Sahib as a personal distinction upon the gentlemen named below, in recognition of the valuable services rendered by them in combating the plague—

Ghamaji Balaji Rukare, of Bombay.

Govind Gopal Uchgaonkar, Chairman of the Managing Committee of the Belgaum Municipality in the Bombay Presidency.

Datoo Ganesh Sabnis, Assistant Surgeon in the Bombay Presidency.

Shivalal Motilal, of Bombay.

Cashinath Sambhaji Moorkar, of Bombay.

Nanabhai Moroba, of Bombay.

Purshotam Udhawji, of Bombay.

Narayan Raghanath Gorakshakar, of Bombay.

Muhlooji Narsooji, of Bombay.

Dr. V. P. Chavan, of Bombay.

Govindrao M. Dhukle, of Bombay.

His Excellency the Viceroy and Governor-General is pleased to confer the title of Rao Sahib as a personal distinction upon—

Raghavaraj Jagannayakulu Raju, retired Hospital Assistant, Madras.

Arcot Wintel Srinivasa Rao, Senior Superintendent of the Office of the Comptroller, Hyderabad.

D. V. Bhagwat, Secretary of the Akola District Board in the Hyderabad Assigned Districts.

His Excellency the Viceroy and Governor-General is pleased to confer the title of Rai Sahib as a personal distinction upon—

Lala Gopal Das, Extra Judicial Assistant Commissioner in the Punjab.

Lala Arjan Das, Extra Assistant Commissioner in the Punjab.

Lala Raghunandan Lal, Sub-Engineer, Public Works Department, Punjab.

Lala Murli Dhar, Pleader of Amballa.

Babu Haran Chunder Mukerji, Assistant in the Office of the Superintendent, Army Clothing, Bengal.

Lala Nathu Ram, Sub-Engineer, North Western Railway.

Babu Ratna Mani Gupta, late Head Master of Dacca Collegiate School in the Bengal Presidency.

Babu Mohendra Nath Chatterjee, late Head Assistant to the Superintending Engineer of the Sone Circle in the Bengal Presidency.

Pundit Dwarka Nath Sheopuri, Personal Assistant to the Inspector-General of Education in the Gwalior State in the Central India Agency.

Thakur Lachman Das, Inspector of Levies, Dir.

His Excellency the Viceroy and Governor-General is pleased to confer the title of Sardar as a personal distinction upon Bhai Kishen Singh of Kurram.

W. J. CUNINGHAM,

*Secretary to the Government of India.*





# The Gazette of India

## EXTRAORDINARY.

PUBLISHED BY AUTHORITY.

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CALCUTTA, TUESDAY, JANUARY 3, 1899.

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### HOME DEPARTMENT.

#### NOTIFICATION.

PUBLIC.

NO. 1.

*Calcutta, the 3rd January, 1899.*

The Right Honourable George Nathaniel, Baron Curzon of Kedleston, in the county of Derby, in the Peerage of Ireland, appointed by the Queen, Empress of India, to be Her Imperial Majesty's Viceroy and Governor General of India, arrived by the East Indian Railway at Howrah at 4.30 P.M. (Calcutta time) this day, attended by his personal staff and an Aide-de-Camp to the Viceroy. Lord Curzon was received at the Howrah Railway Station by the Secretaries to the Government of India, the Military Secretary and Aides-de-Camp to the Viceroy, the Commissioner of Burdwan, one of the Secretaries to the Government of Bengal, the Brigadier-General Commanding the Presidency District with the District Staff, the Commissioner of Police, Calcutta, the Chairman of the Commissioners of Calcutta, the Sheriff of Calcutta and the Magistrate of Howrah. Lord Curzon then proceeded to Government House, where he was received by His Excellency the Viceroy and Governor General, His Honour the Lieutenant-Governor of Bengal, and the Members of the Governor General's Council.

2. At 9.30 A.M. (Calcutta time) on the 6th instant Lord Curzon, accompanied by the Members of the Governor General's Council, will proceed from the Throne Room to the Council Chamber in Government House, where His Lordship's Commission from Her Majesty the Queen, Empress of India, will be read by the Home Secretary.

3. A Royal Salute will then be fired from the ramparts of Fort William in honour of Lord Curzon on his assumption of the office of Viceroy and Governor General of India.

A Guard of Honour of British Infantry and a Guard of Honour of the Calcutta Volunteer Rifles, will be drawn up opposite the grand entrance of Government House.

All Officers of Government stationed at Calcutta will be in attendance at Government House upon the occasion. Consular Officers and other Representatives of Foreign Governments at Calcutta and non-official gentlemen are invited to be present on the grand staircase.

Full dress will be worn by Civil, Naval and Military Officers and morning dress by gentlemen not entitled to wear uniform.

A. H. L. FRASER,

*Officiating Secretary to the Government of India.*





# The Gazette of India, EXTRAORDINARY.

PUBLISHED BY AUTHORITY.

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CALCUTTA, WEDNESDAY, JANUARY 4, 1899.

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## MILITARY SECRETARY'S OFFICE.

### NOTIFICATION.

No. 2639-M.

*Calcutta, the 4th January, 1899.*

With reference to paragraphs 2 and 3 of the Home Department Notification No. 1, dated the 3rd January 1899, relative to the assumption of the Office of Viceroy and Governor General of India by the Right Honourable George Nathaniel Baron Curzon of Kedleston, at 9-30 A.M. on Friday, the 6th January 1899, it is notified that Gentlemen entitled to the Private Entrée at Government House will enter by the South-West Gate, alight at the South Entrance, and proceed through Government House to the top of the Grand Staircase.

The carriages of Gentlemen (except such as have the Private Entrée) will enter by the North-East Gate, set down at the Grand Staircase, and pass out by the North-West Gate.

The Public Gates of Government House will be closed at 9-15 A.M. Calcutta time, subsequent to which no carriages will be allowed to enter the gates till after the departure of the Earl of Elgin.

After the assumption of the Office of Viceroy and Governor General of India by the Right Honourable George Nathaniel Baron Curzon of Kedleston, His Excellency the Earl of Elgin will leave Government House for Prinsep's Ghat *en route* for England at 10 A.M. (Calcutta time) on Friday, the 6th January 1899.

The *cortège* will pass out by the North-East Gate, Government Place East, pass South of the Eden Gardens and along the Strand Road.

By Command,

A. DURAND, *Colonel,*  
*Military Secretary to the Viceroy.*



# The Gazette of India, EXTRAORDINARY.

PUBLISHED BY AUTHORITY.

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CALCUTTA, THURSDAY, JANUARY 5, 1899.

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The following Notification will be issued to-morrow morning and is now published in advance for the information of those concerned:—

## HOME DEPARTMENT.

### NOTIFICATION.

PUBLIC.

No. 35.

*Calcutta, the 6th January, 1899.*

The Right Honourable the Earl of Elgin will leave Government House *en route* for England at 10 A.M. this day. His Lordship will embark with his suite from Prinsep's Ghât on board the R.I.M.S. *Guide*.

His Excellency the Viceroy and Governor General desires that the same honours which were accorded to himself upon his recent arrival in Calcutta shall be paid to the Earl of Elgin upon the occasion of His Lordship's leaving Calcutta after resigning the office of Viceroy and Governor General of India.

A Guard of Honour of British Infantry and a Guard of Honour of the Calcutta Volunteer Rifles, will be drawn up opposite the grand entrance of Government House. A Guard of Honour of Native Infantry will be drawn up opposite Prinsep's Ghât.

The line of route from the entrance of Government House to Prinsep's Ghât will be lined throughout by troops under the orders of the Brigadier-General Commanding the Presidency District.

A Royal Salute will be fired from the ramparts of Fort William as the Earl of Elgin leaves Government House, and another Royal Salute will be fired as His Lordship embarks at Prinsep's Ghât.

All officers of Government (excepting those mentioned below) will be in attendance upon the grand staircase of Government House. Consular Officers and other representatives of Foreign Governments at Calcutta and non-official gentlemen are invited to be present on the grand staircase.



The Earl of Elgin will be escorted from Government House to Prinsep's Ghât by the Viceroy's Body Guard and the Calcutta Light Horse.

The Lieutenant-Governor of Bengal, attended by his personal staff, will be present at Prinsep's Ghât.

The Members of the Governor General's Council will also be present at Prinsep's Ghât.

The following officers will be in attendance at Prinsep's Ghât :—

Secretaries to the Government of India.

The Commissioner of the Presidency Division.

One of the Secretaries to the Government of Bengal.

The Brigadier-General Commanding the Presidency District with the District Staff.

The Commissioner of Police, Calcutta.

The Chairman of the Commissioners of Calcutta.

The Sheriff of Calcutta.

The Magistrate of the 24-Parganas.

An Aide-de-Camp to the Viceroy will attend upon the Earl of Elgin as far as Diamond Harbour.

The troops will not be withdrawn until the receipt of orders to that effect.

Full dress will be worn by the troops and by Civil, Naval and Military Officers on this occasion, and morning dress by all gentlemen not entitled to wear uniform.

A. H. L. FRASER,

*Offg. Secretary to the Government of India.*



# The Gazette of India, EXTRAORDINARY.

PUBLISHED BY AUTHORITY.

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CALCUTTA, FRIDAY, JANUARY 6, 1899.

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## HOME DEPARTMENT.

### NOTIFICATION.

PUBLIC.

No. 35.

*Calcutta, the 6th January, 1899.*

The Right Honourable the Earl of Elgin will leave Government House *en route* for England at 10 A.M. this day. His Lordship will embark with his suite from Prinsep's Ghât on board the R.I.M.S. *Guide*.

His Excellency the Viceroy and Governor General desires that the same honours which were accorded to himself upon his recent arrival in Calcutta shall be paid to the Earl of Elgin upon the occasion of His Lordship's leaving Calcutta after resigning the office of Viceroy and Governor General of India.

A Guard of Honour of British Infantry and a Guard of Honour of the Calcutta Volunteer Rifles, will be drawn up opposite the grand-entrance of Government House. A Guard of Honour of Native Infantry will be drawn up opposite Prinsep's Ghât.

The line of route from the entrance of Government House to Prinsep's Ghât will be lined throughout by troops under the orders of the Brigadier-General Commanding the Presidency District.

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The Earl of Elgin will be escorted from Government House to Prinsep's Ghât by the Viceroy's Body Guard and the Calcutta Light Horse.



The Lieutenant-Governor of Bengal, attended by his personal staff, will be present at Prinsep's Ghât.

The Members of the Governor General's Council will also be present at Prinsep's Ghât.

The following officers will be in attendance at Prinsep's Ghât :—

Secretaries to the Government of India.

The Commissioner of the Presidency Division.

One of the Secretaries to the Government of Bengal.

The Brigadier-General Commanding the Presidency District with the District Staff.

The Commissioner of Police, Calcutta.

The Chairman of the Commissioners of Calcutta.

The Sheriff of Calcutta.

The Magistrate of the 24-Parganas.

An Aide-de-Camp to the Viceroy will attend upon the Earl of Elgin as far as Diamond Harbour.

The troops will not be withdrawn until the receipt of orders to that effect.

Full dress will be worn by the troops and by Civil, Naval and Military Officers on this occasion, and morning dress by all gentlemen not entitled to wear uniform.

A. H. L. FRASER,

*Offg. Secretary to the Government of India.*



# The Gazette of India, EXTRAORDINARY.

PUBLISHED BY AUTHORITY.

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CALCUTTA, FRIDAY, JANUARY 6, 1899.

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· HOME DEPARTMENT.

NOTIFICATION.

PUBLIC.

No. 36.

*Calcutta, the 6th January, 1899.*

The Governor General in Council directs that all honours and distinctions which were paid to His Excellency the Right Honourable the Earl of Elgin when holding the office of Governor General of India shall be continued to His Lordship during his stay in India.

A. H. L. FRASER,

*Offg. Secretary to the Government of India.*





# The Gazette of India, EXTRAORDINARY.

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CALCUTTA, FRIDAY, JANUARY 6, 1899.

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HOME DEPARTMENT.

PROCLAMATION.

PUBLIC.

No. 37.

*Calcutta, the 6th January, 1899.*

Whereas the Right Honourable George Nathaniel, Baron Curzon of Kedleston, in the County of Derby, in the Peerage of Ireland, has been appointed by Her Majesty to be Her Viceroy and Governor General of India, and has assumed the said office, the said appointment is hereby notified, and it is proclaimed that the said Right Honourable Lord Curzon, Viceroy and Governor General of India, has this day taken his seat in His Excellency's Council.

By order of His Excellency the Viceroy and Governor General of India in Council.

A. H. L. FRASER,

*Offg. Secretary to the Government of India.*



# The Gazette of India, EXTRAORDINARY.

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CALCUTTA, FRIDAY, FEBRUARY 10, 1899.

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MILITARY SECRETARY'S OFFICE.

NOTIFICATION.

No. 170-M.

*Calcutta, the 10th February, 1899.*

Intelligence having been received of the death of Her Royal Highness the Princess of Bulgaria, Court mourning is ordered till 13th February, 1899.

When attending at Government House, ladies will appear in black and officers in Uniform will wear a crape band on the left arm.

By Command,  
ARTHUR SANDBACH, *Lieut.-Colonel,*  
*Military Secretary to the Viceroy.*





# The Gazette of India, EXTRAORDINARY.

PUBLISHED BY AUTHORITY.

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CALCUTTA, MONDAY, FEBRUARY 13, 1899.

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MILITARY SECRETARY'S OFFICE.

NOTIFICATION.

No. 186-M.

*Calcutta, the 13th February, 1899.*

Intelligence having been received of the death of His Royal Highness the Hereditary Prince of Saxe-Coburg-Gotha, grandson of Her Majesty the Queen-Empress, Court mourning is ordered till 9th March, 1899.

When attending at Government House, ladies will appear in black and officers in Uniform will wear a crape band on the left arm.

By Command,

ARTHUR SANDBACH, *Lieut.-Colonel,*  
*Military Secretary to the Viceroy.*

## EXTRAORDINARY

1990年12月15日

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# The Gazette of India, EXTRAORDINARY.

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CALCUTTA, FRIDAY, FEBRUARY 24, 1899.

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MILITARY SECRETARY'S OFFICE.

NOTIFICATION.

No. 226-M.

*Calcutta, the 24th February, 1899.*

It is notified for the information of those attending the Solemn Service on 25th February at St. Thomas' Church, Middleton Row, in memory of the late M. Felix Faure, President of the French Republic, that Full dress will be worn by officers entitled to wear uniform.

Gentlemen not entitled to wear uniform will appear in morning dress.

By Command,

ARTHUR SANDBACH, *Lieut.-Colonel,*  
*Military Secretary to the Viceroy.*

The Gazette of India  
EXTRAORDINARY.  
PUBLISHED BY THE GOVERNMENT OF INDIA

PRINTED BY THE GOVERNMENT OF INDIA

CHANDAN

NOTICE  
The Government of India have the honor to acknowledge the receipt of a letter from the Secretary to the Government of Madras, dated the 10th inst., in relation to the subject of the above-mentioned notice, and in reply to inform that the same has been forwarded to the proper authorities for their consideration.

Printed and Published by the Government of India, at the Press of the Superintendent, Government Printing, India, at the Press of the Superintendent, Government Printing, India, at the Press of the Superintendent, Government Printing, India.





# The Gazette of India, EXTRAORDINARY.

PUBLISHED BY AUTHORITY.

CALCUTTA, MONDAY, MARCH 20, 1899.

## FINANCIAL STATEMENT FOR 1899-1900.

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## FINANCIAL STATEMENT FOR 1899-1900.

## PART I.

## INTRODUCTION.

In presenting my Financial Statement of March 1898 I alluded to the calamities of famine, war, pestilence, and earthquake which had fallen upon us during the year then closing, and I went on to refer to the promise of brighter times introduced by the abundant harvest of 1897. The recovery of the country has been more rapid than any of us anticipated at the time I allude to; another good harvest has been gathered, and although the plague still casts a shadow over the land, the general condition of the people as evidenced by the Returns of Trade and of Revenue is prosperous, and the famine of 1896 and 1897 is now little more than a memory, its effects being obliterated by the return of prosperous seasons. I cannot, however, pass from the subject without deriving from it one lesson which it seems to me to afford—namely, that the margin between prosperity and adversity in India must be a very narrow one, for if we have learned that one bountiful harvest suffices to restore the country after a widespread and severe famine, we have learned also that the failure of the seasonal rains in a single month of the year is sufficient to set back a full tide of prosperity; and that this is a possibility which in the administration of India, and in its financial administration especially, we dare not leave out of account.

2. In the two calamitous years of which I told the history last March, namely, 1896-97 and 1897-98, I had to shew that the accounts of the Empire were in deficit to the aggregate amount of, as nearly as possible, seven crores of rupees (Rx. 6,988,100 since increased to Rx. 7,064,233). In the two succeeding years (those of which I present the estimates to-day) I am glad to say that this deficit has been, or will be, more than covered, for so complete is the reversal of last year's position that in passing from 1897-98 to 1898-99 we pass from a deficit of Rx. 5,359,211 to a surplus of Rx. 4,759,400, and in my Budget Estimates for next year I anticipate a surplus of Rx. 3,932,600. I lay these figures before the Council at the very commencement of my Statement, as I have no doubt they are anxious to know, as soon as possible, the general drift of the figures which I now proceed to explain in greater detail.

## Accounts of 1897-98.

3. The Accounts of 1897-98 were, as usual, published in the first half of January, and the results then shewn compare as follows with the anticipations formed in March 1898:—

	Revenue.	Expenditure.	Deficit.
	Rx.	Rx.	Rx.
Estimated in March 1898 .	96,561,500	101,844,600	5,283,100
Actual Accounts . . .	96,442,004	101,801,215	5,359,211
Accounts { Better + Worse — . }	—119,496	+43,385	—76,111

The differences on the whole were very small, as the accounts under each of the heads of Revenue and Expenditure closely followed the Revised Estimate. Indeed, had it not been that we determined after the close of the year to make certain grants (aggregating Rx. 88,100) to the Provincial Governments of Bombay and of Bengal in further reimbursement to them of their famine expenditure, the difference in the whole account between Revised Estimate and Actuals would have been only Rx. 12,000.

## Revised Estimates of 1898-99.

4. In the Budget Estimate for 1898-99 I estimated the results of the year to be a surplus of Rx. 891,400. But we now find that mainly through abundant revenue, military economies on the North-West Frontier, and very favourable exchange, the result of the year will be a surplus, as I have already stated, of Rx. 4,759,400. I shall explain afterwards that on a review of the financial position of the several Local Governments, whose balances have been exhausted by famine and plague, and who have still to meet pressing demands for expenditure while the expansion of their revenues has for a time been set back by the calamities referred to, we have decided to make them grants in aid of their resources, out of the surplus that has accrued to us on the Imperial account. The total amount of these grants is Rx. 700,000, and thus the surplus of the year is reduced from Rx. 4,759,400 to Rx. 4,059,400. The money may be described as expenditure brought to account by anticipation, that is to say, it goes at present merely to swell Provincial balances, and when actually spent on the purposes in consideration of which it is granted, it has not again to be charged against the surplus of the year, but passes through the Provincial adjusting entry.

5. The detail of the differences between the Revised Estimates for 1898-99, as now presented, and the amounts taken in the Budget Estimates prepared twelve months ago are set out in the following statement:—

## Estimates of 1898-99.

	Budget.	Revised.	Revised Better.	Revised Worse.
<b>ENGLAND.</b>				
<b>STERLING IN ENGLAND—</b>				
Revenue . . . . . £	188,300	232,500	44,200	
Expenditure . . . . . £	16,474,800	16,323,700	151,100	
NET EXCHANGE ON ABOVE . . . . . Rx.	9,120,500	8,045,000	1,074,900	
<b>NET CHARGE</b> . . . . .	25,407,000	24,135,800	1,270,200	
<b>INDIA.</b>				
<b>REVENUES IN INDIA—</b>	<b>Rx.</b>	<b>Rx.</b>	<b>Rx.</b>	<b>Rx.</b>
Land Revenue . . . . .	27,568,200	27,679,400	111,200	
Opium . . . . .	5,329,800	5,679,400	349,600	
Salt . . . . .	8,728,000	9,047,200	319,200	
Other Principal Heads of Revenue . . . . .	24,033,800	24,583,200	549,400	
Post Office and Telegraph (net) . . . . .	714,000	610,700	...	103,300
Departmental Receipts (a) . . . . .	4,278,600	4,174,700	95,100	
Railways, Net Earnings . . . . .	12,030,160	12,814,200	778,100	
Irrigation . . . . .	3,228,100	3,401,700	233,600	
Military Works . . . . .	50,300	54,200	3,900	
Army . . . . .	833,000	835,200	2,200	
<b>TOTAL REVENUES</b> . . . . .	86,599,900	88,939,900	2,340,000	
<b>EXPENDITURE IN INDIA—</b>				
<b>Direct Demands on Revenues—</b>				
Opium . . . . .	2,654,000	2,348,800	305,200	
Other heads . . . . .	8,483,900	8,280,500	194,400	
Interest (b) . . . . .	—1,128,900	—1,132,200	3,300	
Civil Departments . . . . .	17,225,200	17,371,100	...	145,900
Famine Relief . . . . .	85,100	44,600	40,500	
Protective Works and Reduction of Debt . . . . .	1,014,100	1,131,500	...	117,400
Railways, Charges against Net Earnings (net) . . . . .	4,951,700	4,881,800	69,900	
Irrigation . . . . .	3,211,500	3,218,200	...	6,700
Military Works and Special Defences . . . . .	1,135,800	1,113,700	22,100	
Civil Works . . . . .	4,702,100	4,493,600	208,500	
Army (Ordinary Charges) . . . . .	16,625,800	16,541,500	84,300	
„ Warlike Operations . . . . .	1,458,000	1,023,700	434,300	
<b>Provincial Adjustment—</b>	60,418,300	59,325,800	1,092,500	
Addition (+) or Deduction (—) made for increase or decrease of Provincial and Local Balances . . . . .	—116,800	+717,900	...	834,700
Special grants to Provincial Governments . . . . .	...	+700,000	...	700,000
<b>NET EXPENDITURE CHARGED AGAINST REVENUE IN INDIA</b> . . . . .	60,301,500	60,743,700	...	442,200
<b>Surplus</b> . . . . .	891,400	4,059,400	3,168,000	

(a) Including interest and receipts under Civil Works.

(b) This entry in the Indian portion of the accounts is a minus one, as the interest passed to the charge of Railway and Irrigation is greater than the whole amount of interest payable in India.



6. The first point to note is that, except for a small falling-off under Stamps and Registration, every one of the Revenue heads shews better results than anticipated in the Budget Estimates. The improvement under Land Revenue is mostly in Burma and the North-Western Provinces. In Opium we have got much better prices in Bengal than we estimated for, namely, Rx. 4,164,000 against Rx. 3,900,000, and in Bombay the low rate of the pass-duty, as compared with previous years, has led to a revival of the export which last year shewed a very considerable decline. The increase in Salt Revenue, which now produces 9 crores against the 8½ which it gave us in the two famine years, is a satisfactory indication of the improvement in the condition of the people, and the Customs Revenue continues to increase as trade continues to flourish.

7. Post Office and Telegraph shew a falling-off, due in the latter case partly to the cessation of hostilities on the North-Western Frontier, but chiefly to the more extensive use of deferred telegrams which are now delivered by hand, and in the former case to reduction of rates of postage. We calculate that by the increase, from one tola to one-and-a-half, of the unit of weight for inland postage we diminish the annual revenue by Rx. 60,000, and by adopting the Imperial Penny Postage (for India, one anna) we give up Rx. 40,000. A considerable portion of this last item will be recovered for us by an arbitration given in our favour, in respect of the distribution, between the English and the Indian Post Offices, of the subsidy charges payable to the Peninsular and Oriental Company and by reductions of the scale of charge in respect of continental transit.

8. Under Railways—Net Earnings—we have received Rx. 778,100 more than we estimated, the important items being—

		Rx.
1. North-Western . . . . .	Better	410,000
2. Great Indian Peninsula . . . . .	Better	416,000
3. Bombay, Baroda and Central India . . . . .	Better	210,000
4. Rajputana-Malwa . . . . .	Better	70,000
5. Eastern Bengal . . . . .	Worse	110,000
6. Southern Mahratta . . . . .	Worse	80,000
7. South Indian . . . . .	Worse	50,000
8. Madras . . . . .	Worse	55,000
9. Assam-Bengal . . . . .	Worse	31,000
Net of the above . . . . .	Better	<u>780,000</u>

The improvement is due generally to large exports of grain consequent on good winter crops, and in one case to postponement of works of repair and renewal.

The Plague is responsible for the falling-off on the Railways in Southern India.

An inferior jute crop and the postponement of jute deliveries in Calcutta was the cause of the worse result on the Eastern Bengal State Railway, and inclusion in the Working Expenses of the revenue share of repairs of earthquake damages caused the reduction on the Assam Bengal-Railway.

9. On the expenditure side, the first considerable improvement is under Opium, and is due to our failure to obtain as good a crop as we hoped. We have been able to recommence the building up of our Reserve, but the good season for which for many years we have waited has not yet come, and the produce still remains short of our standard. There has also been a considerable saving in the expenditure of the Salt Departments, and fair amounts in the other Revenue Departments. The Civil Departments shew the usual considerable savings in their Budget Estimates, but the amount has been more than swallowed up in the expenditure caused by Plague. The head "Medical"

alone shews an excess over estimate of Rx. 327,800, most of which is in Bombay, and all of which for practical purposes falls on the Imperial Account, for the Provincial Governments are not able to bear the expenditure without assistance in the form of grants from Imperial.

10. The Army expenditure in India (ordinary) is less by Rx. 84,300 than estimated in the Budget, and of the Budget provision of Rx. 1,458,000 in India for Warlike Operations only Rx. 1,023,700 has been spent, the Military authorities having, from the very beginning of the year, found it practicable to reduce the forces maintained on the North-West Frontier.

### Rate of Exchange.

11. The rate of exchange taken for the purpose of the Budget Estimate last March was  $15\frac{3}{8}$  pence (or rather £1 = R15'6), that being the rate actually realized in 1897-98. At the opening of the year 1898-99 the current rate was  $15\frac{1}{16}$  or  $15\frac{7}{8}$ , but under the influence of a strong demand in April and May (in each of which months the Secretary of State sold two millions sterling of Council Bills) it quickly rose to 16 pence and over. This demand was due mainly to unusually large exports of Rice, Wheat, and Seeds, the figures of which for the five principal months of export are shown in the following table:—

*Exports (Value in Rupees) of Rice and Wheat (including Flour) and Seeds by Sea from British India during February to June 1896, 1897, and 1898.*

		February.	March.	April.	May.	June.
Rice	1896	2,30,79,157	2,35,35,019	1,28,19,258	87,78,324	1,05,82,552
	1897	2,05,74,378	2,26,73,146	85,42,095	74,73,502	72,22,085
	1898	2,11,33,697	2,39,73,430	1,74,35,984	1,39,93,271	1,00,28,152
Wheat	1896	13,63,050	14,41,371	20,32,888	27,38,742	21,72,359
	1897	3,28,052	1,83,882	3,47,801	5,03,124	6,14,133
	1898	9,99,271	55,10,041	1,09,23,719	2,85,78,798	2,28,64,833
Seeds	1896	68,45,149	96,72,087	1,08,31,633	1,27,32,470	1,10,86,314
	1897	25,08,515	30,02,053	43,92,610	1,09,06,210	85,56,518
	1898	58,76,128	74,23,872	88,45,785	1,25,27,552	1,16,97,108
Total all three.	1896	3,12,92,356	3,46,48,477	2,57,83,779	2,42,49,536	2,38,41,225
	1897	2,34,10,945	2,58,59,081	1,32,82,506	1,88,82,836	1,63,92,736
	1898	2,80,09,096	3,69,08,243	3,72,05,488	5,50,99,621	4,45,90,093

12. The position thus gained at the beginning of the year has never been lost, and the rate has continually fluctuated about 16 pence, now a little over it and now a little under it. In the latter half of the year the rate has never been below  $15\frac{1}{16}$  pence. The drawings have now for some time stood at Rx. 700,000 a week, and we expect when the year closes to have remitted by Council Bills £19,000,000 equal to Rx. 28,540,000, giving, as nearly as possible, an average rate of sixteen pence. The Revised Estimates for 1898-99 are accordingly made up at this rate.

13. For next year I have made the modest estimate of  $15\frac{3}{4}$ d. I fully anticipate we shall realize, as this year, something closely approaching to 16 pence, but our continual practice in India is to avoid sanguine estimating, and following this principle I am loth to take a figure which may have the taint of being, under existing circumstances, the best possible.



14. It may be noted that not only are the remittances of the current year the largest on record (there being hitherto only one year, 1881-82, in which they exceeded £18 millions), but we have in addition to these remittances received in India in exchange for silver at the rate of Rx. 15 per £ sterling, Rx. 2,616,400 of gold which we now hold as part of the currency reserve in addition to Rx. 255,400 similarly held on 1st April 1898.

### Budget Estimates, 1899-1900.

15. The Budget Estimates of Revenue and Expenditure for the coming year 1899-1900 made up at this rate of exchange shew a surplus of Revenue of Rx. 3,932,600. It will be best perhaps to explain the figures by comparing them with the Revised Estimate for the current year, as exhibited in the Statement in paragraph 5 above.

### Budget Estimates of 1899-1900 compared with the Revised Estimates of 1898-99.

	Revised, 1898-99.	Budget, 1899-1900.	1899-1900, Better than 1898-99.	1899-1900, Worse than 1898-99.
<b>ENGLAND.</b>				
<b>STERLING IN ENGLAND—</b>				
Revenue . . . . . £	232,500	207,100		25,400
Expenditure . . . . . £	16,323,700	16,531,600		207,900
NET EXCHANGE ON ABOVE . . . . . Rx.	8,045,600	8,550,900		505,300
<b>NET CHARGE</b> . . . . .	24,136,800	24,875,400		738,600
<b>INDIA.</b>				
<b>REVENUES IN INDIA—</b>	<b>Rx.</b>	<b>Rx.</b>	<b>Rx.</b>	<b>Rx.</b>
Land Revenue . . . . .	27,679,400	27,641,000	...	37,500
Opium . . . . .	5,679,400	6,003,700	324,300	...
Salt . . . . .	9,047,200	8,757,200	...	290,000
Other Principal Heads of Revenue . . . . .	24,533,200	24,414,400	...	168,800
Post Office and Telegraph (net) . . . . .	610,700	501,100	...	109,600
Departmental Receipts (a) . . . . .	4,174,700	4,052,700	...	122,000
Railways, Net Earnings . . . . .	12,814,200	13,382,600	568,400	...
Irrigation . . . . .	3,461,700	3,451,100	...	10,600
Military Works . . . . .	54,200	50,000	...	3,300
Army . . . . .	835,200	816,600	...	18,600
<b>TOTAL REVENUES</b> . . . . .	88,939,900	89,072,200	132,300	...
<b>EXPENDITURE IN INDIA—</b>				
<b>Direct Demands on Revenues—</b>				
Opium . . . . .	2,348,800	2,653,000	...	305,100
Other heads . . . . .	8,289,500	8,622,900	...	333,400
Interest . . . . .	—1,132,200	—1,319,800	187,600	...
Civil Departments . . . . .	17,371,100	17,986,800	...	615,700
Famine Relief . . . . .	44,600	5,700	38,900	...
Protective Works and Reduction of Debt . . . . .	1,131,500	1,123,900	7,600	...
Railways, charges against net earnings (net) . . . . .	4,881,800	5,218,900	...	337,100
Irrigation . . . . .	3,218,200	3,333,900	...	115,700
Military Works and Special Defences . . . . .	1,113,700	1,209,600	...	185,900
Civil Works . . . . .	4,493,600	5,350,800	...	857,200
Army (Ordinary Charges) . . . . .	16,541,500	16,873,400	...	331,900
Warlike Operations . . . . .	1,023,700	38,900	984,800	...
	59,325,800	61,188,900	...	1,863,100
<b>Provincial Adjustment</b> . . . . .	1,417,900	—924,700	2,342,600	...
<b>NET EXPENDITURE CHARGED AGAINST REVENUE IN INDIA.</b>	60,743,700	60,264,200	479,500	...
<b>Surplus</b> . . . . .	4,059,400	3,932,600	...	126,800

(a) Including Interest and Receipts under Civil Works.

16. Under Revenue heads in India the collection of arrears of Land Revenue still goes on, but we do not expect next year quite so much as in the current year. Under Salt and Customs we expect a slight advance over the Budget Estimates of 1898-99, but have not estimated to receive so great an advance over these as we shall certainly receive in the current year. The current prices of Opium warrant our estimating for a considerable increase in the revenue under this head.

17. Under Railways the estimates are for a small advance in net earnings. The details are as follow :—

	Budget, 1898-99. Rx.	Revised, 1898-99. Rx.	Budget, 1899-1900. Rx.
State Railways—Gross . . .	10,382,600	19,695,800	20,237,100
Working Charges . . .	9,770,500	9,876,600	10,047,000
Net . . .	9,612,100	9,819,200	10,190,100
Guaranteed Railways—Net . .	2,424,000	2,995,000	3,192,500
TOTAL NET . . .	12,036,100	12,814,200	13,382,600

18. The Great Indian Peninsula Railway contributes Rx. 130,000, the Madras Railway Rx. 65,000, and the East Indian Railway Rx. 60,000 of the improvement shewn in Budget, and we expect the Eastern Bengal and Southern Mahratta Railways to recover from their low figures of 1898-99. The increasing mileage of the East Coast Railway will also bring in better returns; on the other hand, there are heavy renewals on the North-Western Railway to be provided for. Under Civil Departments we have to provide for considerable additions to Police expenditure (partly due to Plague); and we have also made fairly ample estimates for Plague expenditure, the charges under "Medical" in India being as follows :—

	Total. Rx.	Including Plague Expenditure. Rx.
1894-95 . . . . .	1,003,438	...
1895-96 . . . . .	1,020,077	...
1896-97 . . . . .	1,065,158	19,000
1897-98 . . . . .	1,328,952	297,000
1898-99, Revised . . . . .	1,542,900	508,900
1899-1900, Budget . . . . .	1,678,100	354,200 + 209,500

The last-mentioned Rx. 209,500 is shewn separately, because it is in the nature of a reserve in the "India" Section of the Accounts, and if actually spent, it will not pass under "Medical" in the Imperial Portion of the Accounts, but be dealt with as a transfer.

19. We have increased the total provision for Military Works to Rx. 1,322,300, against expenditure in 1897-98 and 1898-99 of about Rx. 1,168,385 and Rx. 1,197,600, the purpose of the increase being to meet charges likely to fall upon us in respect of places of defence and similar works on the North-West Frontier.

20. The Military Estimates shew large savings in India as compared with the current year, the India figures being—

	Ordinary Expenditure. Rx.	Warlike Operations. Rx.	Total. Rx.
1896-97 . . . . .	17,243,137	18,206	17,261,343
1897-98 . . . . .	16,514,547	3,847,992	20,362,539
1898-99, Budget . . . . .	16,625,800	1,458,000	18,083,800
1898-99, Revised . . . . .	16,541,500	1,023,700	17,565,200
1899-1900, Budget . . . . .	16,873,400	38,900	16,912,300



### No Remission of Taxation.

21. In view of the surpluses as shewn in the Revised and Budget Estimates, the Government of India have carefully considered the question whether they should propose, at present, any remission of existing taxation. The conclusion to which they have come is that any such proposal would be premature, and this mainly on two grounds. The first is that we have, as it were, to make up for arrears. As stated in my opening paragraph, we have had in the past two years deficits aggregating Rx. 7,064,233, and we ought to regard ourselves as under an obligation to recover our position by accumulating counterbalancing surpluses. The second and weightier reason is that we have in contemplation, as is well known, certain extremely important measures of currency reform, which are under the consideration of a Committee sitting at the India Office in London. Whatever the advice of that Committee may be, we consider we are bound to prepare for any measures that may result from it by preserving as strong a financial position as possible, and we consider we would act unwisely if we were to reduce our financial strength by remitting existing taxation and run the risk of finding ourselves, by our own action, less free than we would otherwise be to undertake any measures of currency reform that may seem desirable.

### Railway Construction.

22. I have, in former Financial Statements, referred to the policy recently established of laying down a programme of Railway Construction for three years in advance. The first of these programmes was for the three years ending 31st March 1899. This programme was at first intended to include an expenditure of 27 crores of rupees, but was afterwards extended to 29½ crores. Latterly, however, financial difficulties have obliged us somewhat to curtail the expenditure, and we expect to expend against the programme of 29½ crores the following amounts :—

	Rx.
In 1896-97 (actuals) . . . . .	8,658,800
„ 1897-98 ( „ ) . . . . .	8,145,500
„ 1898-99 (Revised Estimate) . . . . .	8,387,500
<b>TOTAL</b> . . . . .	<b>25,191,800</b>

23. I leave to my Honourable Colleague Sir A. Trevor the task of stating in detail the results of the expenditure. It is sufficient here to set them out in the most general form (the figures of the Railways of Native States and of other Railways that lie outside our accounts being omitted) :—

	Standard Gauge.	Metre Gauge.	Special Gauges.	Total.
<i>March 31, 1896—</i>				
Mileage open . . . . .	10,430	6,842	36	17,308
„ under construction . . . . .	1,490	1,086	...	2,576
<b>TOTAL</b> . . . . .	<b>11,920</b>	<b>7,928</b>	<b>36</b>	<b>19,884</b>
<i>March 31, 1899—</i>				
Mileage open . . . . .	11,728	7,522	36	19,286
„ under construction . . . . .	814	971	77	1,862
<b>TOTAL</b> . . . . .	<b>12,542</b>	<b>8,493</b>	<b>113</b>	<b>21,148</b>

24. I divide the Railway Construction in the present estimates, for convenience sake with reference to our accounts, into four categories, namely :—

*First.*—State Railway Construction; money found by Government, but also by debentures in the case of the East Indian and Assam-Bengal Railway Companies.

*Second.*—Construction by Assisted and Working Companies out of funds raised by them or in some cases advanced by Government to them. Also Branch Line Companies under a firm guarantee.

*Third.*—Open line capital and new construction by the old Guaranteed Companies.

*Fourth.*—Construction by Companies outside the accounts of the Government, and also construction by Branch Line Companies on rebate terms.

The above classification slightly differs from that of last year's Statement, as under new arrangements every portion of the above comes within the programme, except the fourth category, *viz.*, Company construction outside the accounts of Government, and Branch Line Companies not under firm guarantee.

25. The Estimates of Capital construction for the two years 1898-99 and 1899-1900 now stand as follows, the figures for programme expenditure in the Revised Estimate of 1898-99 being modified so as to correspond with the new classification :—

	Revised Estimate, 1898-99. Rx.	Budget Estimate, 1899-1900. Rx.
<b>FIRST CATEGORY—STATE RAILWAYS—</b>		
Funds available by Famine Grant .	695,400	490,000
Grant under—		
48.—State Railway Construction .	2,882,200	3,465,000
East Indian Railway Company's Debentures . . . . .	1,573,800	750,000
<b>TOTAL .</b>	<b>5,151,400</b>	<b>4,705,000</b>
<b>SECOND CATEGORY—ASSISTED COMPANIES</b>	<b>3,155,300</b>	<b>3,009,900</b>
<b>THIRD CATEGORY—OLD GUARANTEED COMPANIES . . . . .</b>	<b>851,600</b>	<b>1,107,800</b>
<b>TOTAL "PROGRAMME" .</b>	<b>9,158,300</b>	<b>8,822,700</b>
<b>Add—FOURTH CATEGORY (outside programme)</b>	<b>1,470,100</b>	<b>950,300</b>
<b>TOTAL .</b>	<b>10,628,400</b>	<b>9,773,000</b>

\* *N.B.*—The Chittagong Port Works, connected with the Assam-Bengal Railway, shown in last year's Statement as Miscellaneous Public Improvements, are now included as "Railway Construction."

26. Having now carried to a fairly successful issue this policy of temporary activity in railway construction, we think it wise, both from a railway and from a financial point of view, to curtail for a time the rate of progress of railway construction. The nine or ten crores a year sanctioned in 1897 was not meant to be permanently adopted, and we deem it desirable now to allow a short time for the earning capacity of the lines recently constructed to develop itself, before again undertaking special burdens in the direction of capital outlay upon railways.

27. For these reasons we deemed it advisable to fix about 20 crores as the limit of our expenditure for the next three years; and a programme was accordingly prepared for expenditure as follows :—

	Rx.
1899-1900 . . . . .	6,772,700
1900-1901 . . . . .	6,728,400
1901-1902 . . . . .	6,821,000
<b>TOTAL .</b>	<b>20,322,100</b>



but we have had to alter these figures for the following reason. In the Budget Estimates of 1898-99, we proposed to spend under the first three years' programme a sum of Rx. 10,788,900 in the year 1898-99, but the inability of the workshops in England to meet the demands which were made upon them by ourselves and the various constructing companies has reduced the expenditure of 1898-99 to Rx. 8,387,500. Many of the orders, however, will be completed and paid for in 1899-1900, and we have therefore to provide, under the new three years' programme, in 1899-1900 not only the intended Rx. 6,772,700, but a considerable amount in addition, which may be regarded as arrears of the old programme handed on to the new one. The amount estimated for is therefore Rx. 8,822,700.

28. The following are the entries under the first category (State Railways) :—

	Revised, 1898-99.	Budget, 1899-1900.
<i>Expenditure by State Agency—</i>		
Open lines—	Rx.	Rx.
North Western . . . . .	228,300	212,300
Oudh and Rohilkhand . . . . .	95,700	72,800
Eastern Bengal . . . . .	150,500	257,200
East Coast . . . . .	60,000	40,000
Warora Colliery . . . . .	—6,300	—2,100
Umari Colliery . . . . .	—7,100	—100,000
Stores transactions . . . . .	—15,800	—7,500
TOTAL	505,300	472,700
<i>Lines under construction—</i>		
Rae Bareli-Benares . . . . .	54,400	4,000
Bhatinda-Ferozepur Conversion . . . . .	64,700	...
Mari-Attock . . . . .	142,500	25,000
Jullundur-Hoshiarpur—(Land) . . . . .	—100	...
Ghaziabad-Moradabad . . . . .	238,000	332,600
Indus Bridge . . . . .	108,400	35,000
Bezwada-Madras . . . . .	669,200	30,000
Godavari Bridge . . . . .	166,400	200,000
Lyalpur-Khanewal . . . . .	90,200	75,000
Cooch Behar-Santrabari . . . . .	30,300	12,500
Rajbari-Fareedpur . . . . .	26,100	...
Shadipalli-Jodhpore Frontier . . . . .	100,300	100,000
Rungpur-Dhubri including Teesta Bridge . . . . .	46,100	211,500
Southern Punjab—Rolling-stock . . . . .	202,800	2,700
Hurdwar-Dehra „ . . . . .	7,800	27,200
Brahmaputra-Sultanpur „ . . . . .	36,600	8,800
Mymensingh-Jamalpur „ . . . . .	40,700	9,400
Nowshera-Dargai . . . . .	...	120,000
TOTAL	2,024,400	1,193,700
<i>Expenditure by Agency of Companies—</i>		
Open lines—		
East Indian including extensions . . . . .	1,450,000	1,500,000
Rajputana-Malwa system . . . . .	1,600	90,000
Tirhoot . . . . .	157,000	40,000
Bhopal . . . . .	5,400	10,000
Dhond and Manmad . . . . .	5,500	16,000
South Indian . . . . .	—200,000	50,000
Guntakal-Mysore Frontier . . . . .	—400	...
Madras-Ennore . . . . .	200	...
TOTAL	1,419,300	1,706,000

	Revised, 1898-99.	Budget, 1899-1900.
	Rx.	Rx.
Lines under construction—		
Assam-Bengal { Land, Part I . . . . .	22,000	20,000
{ Construction, Part II . . . . .	1,134,400	762,000
{ Chittagong Jetties . . . . .	46,000	18,000
Hajipur-Katihar Extension . . . . .	250,000	200,000
Madura-Paumben . . . . .	...	100,000
Tinnevely-Quilon . . . . .	...	70,000
TOTAL . . . . .	1,452,400	1,170,000
Lump deduction on account of probable lapse Reserve . . . . .	250,000 ...	... 162,600
TOTAL FROM IMPERIAL FUNDS . . . . .	5,151,400	4,705,000

29. The items in the second category (Assisted Companies) are:—

	Revised, 1898-99.	Budget, 1899-1900.
	Rx.	Rx.
Bengal-Nagpur . . . . .	1,861,000	1,770,000
Indian Midland . . . . .	203,000	165,000
Burma Railways . . . . .	700,000	800,000
Bengal Central . . . . .	78,100	40,000
Lucknow-Bareilly . . . . .	15,300	6,900
Southern Mahratta . . . . .	44,900	40,000
Mysore . . . . .	35,000	20,000
Hardwar-Dehra . . . . .	150,000	88,000
Bhramaputra-Sultanpur . . . . .	68,000	80,000
TOTAL . . . . .	3,155,300	3,009,900

30. The estimate under the third category (old Guaranteed Companies) provides for:—

	Revised, 1898-99.	Budget, 1899-1900.
	Rx.	Rx.
Open Line Capital—		
Great Indian Peninsula . . . . .	73,600	74,000
Madras . . . . .	20,100	60,000
Bombay, Baroda and Central India . . . . .	459,100	410,000
Extensions—		
Calicut-Cannanore . . . . .	70,600	200,400
Amalner Palgaon-Chalisgaon Dhulia . . . . .	228,200	363,400
TOTAL . . . . .	851,600	1,107,800



31. The principal projects classed under the fourth category and outside the "programme" are:—

	Revised, 1898-99. Rx.	Budget, 1899-1900. Rx.
Bengal Dooars Extensions . . . . .	40,000	200,000
Bengal and North-Western Railway Extensions . . . . .	445,000	365,000
Tapti Valley . . . . .	650,000	230,000
South Behar . . . . .	204,000	77,500
Smaller Branch Lines . . . . .	131,100	77,800
<b>TOTAL</b> .	<b>1,470,100</b>	<b>950,300</b>

### Capital Expenditure on Irrigation.

32. The amount of Rx. 750,000 has hitherto been provided for expenditure on Irrigation. In 1899-1900 a further amount of Rx. 100,000 is provided under this head. The grant for 1898-99 which was of the usual amount, Rx. 750,000, has not been fully worked up to, owing chiefly to the approaching completion of the Chenab Canal and partly to it not having been found possible to start work on the Jhelum Canal in the early part of the year.

33. The principal works under this head are at present:—

	Revised, 1898-99. Rx.	Budget, 1899-1900. Rx.
Mandalay Canal . . . . .	90,000	100,000
Fatehpur Branch of the Lower Ganges Canal . . . . .	63,600	42,600
Chenab Canal . . . . .	151,500	80,000
Jhelum Canal . . . . .	36,200	210,000
Jamrao Canal . . . . .	142,200	133,900
Other Projects . . . . .	208,700	283,500
<b>TOTAL</b> .	<b>692,200</b>	<b>850,000</b>

### Remittance and Debt.

34. The following account shews in a shortened form the requirements of the Secretary of State; the figures are drawn up so as to shew separately the transactions on account of Government, and the transactions arising out of the operations of Railway Companies:—

	Revised, 1898-99. £	Budget, 1899-1900. £
<i>Requirements on Government Account—</i>		
Excess of expenditure on Revenue Account . . . . .	16,091,200	16,324,500
Expenditure not charged to Revenue . . . . .	791,100	682,100
Net payments on Remittance Accounts, etc . . . . .	225,400	268,800
<b>Total Requirements</b>	<b>17,107,700</b>	<b>17,275,400</b>
<i>Transactions of Railway Companies—</i>		
Net receipts on account of Capital . . . . .	2,183,100	1,970,000
Payments for Stores, etc. . . . .	2,718,000	3,181,700
<b>Net Outgoings</b>	<b>534,900</b>	<b>1,211,700</b>
<b>Net Funds required</b>	<b>17,642,600</b>	<b>18,487,100</b>

35. The following figures shew the manner in which the above requirements have been or are to be financed:—

	Revised. 1898-99. £	Budget, 1899-1900. £
By Council Bills (net Remittance) . .	19,000,000	17,000,000
By addition to Permanent Debt . .	1,912,800	...
Less reduction of Temporary Debt . .	—1,500,000	...
By reduction of Cash Balance . .	...	1,487,100
<i>Deduct</i> —Addition to Cash Balance . .	—1,770,200	...
	<u>17,642,600</u>	<u>18,487,100</u>

36. In last year's Financial Statement I mentioned that the Secretary of State intended, besides renewing £6,000,000 outstanding temporary debt, to raise £6,000,000 permanent debt. This amount was raised in July in the form of India  $2\frac{1}{2}$  per cent stock, but it was issued at a considerable discount (namely at a rate of £88 10s. 5d. per cent), and produced only £5,297,700 in cash. With the money he discharged permanent debt to the extent of £3,384,900, so that the net amount raised by addition to sterling debt was £1,912,800. The Secretary of State has decided that the discount on the loan, *viz.*, £702,300, shall not be charged upon the revenues of the year, but shall be discharged by a Sinking Fund at the rate of interest borne by the loan, *viz.*,  $2\frac{1}{2}$  per cent, lasting over 50 years. There are already one or two Sinking Funds of the kind in connection with the sterling debt; £12,622 being the total charge appearing in the Accounts of 1897-98. The amount added by the new Sinking Fund is about £7,000.

37. The heavy drawings of the year, by Council Bills, enabled the Secretary of State to improve upon his intention of renewing the £6,000,000 outstanding temporary debt, and he renewed only £4,500,000 of it. The remainder of the excess of drawings went towards increase of the Cash Balance, which is estimated to stand, on 31st March 1899 at the unusually high figure of £4,304,400.

38. For next year, 1899-1900, the Secretary of State estimates to draw £17,000,000 by Council Bills, and though he does not estimate for any increase or decrease in either permanent or temporary debt, he considers that in view of the high balances which his Estimates, both Revised and Budget, show, he may find it possible to pay off some of the outstanding temporary debt.

39. In March last we estimated that we would have to raise a rupee loan of Rx. 3,000,000 in India, but as the time approached for our doing so, we found both that improved revenues had added to our resources, and the market was not favourable for so large a loan. We therefore limited our proposed loan to an amount of Rx. 1,200,000 under  $3\frac{1}{2}$  per cent conditions, and this amount was raised on August 24th at an average rate of R94 12½ annas per cent. The price remained about this figure for some months, but has recently advanced to over par.

40. We reckon that in India we shall be able next year to meet all the demands upon our Treasuries without raising any new debt, but it must be understood that all these announcements about the amount of contemplated remittances and loans are subject to the usual reservation of entire liberty to the Secretary of State to alter his plans as he may find occasion.

### PROVINCIAL FINANCE, 1892 to 1899.

(The tabulated figures in this part are hundreds of Rx., that is, two ciphers are omitted.)

41. The progress of Provincial Finance is easiest studied by considering separately:—

*First.*—The amount of net Revenue, of which a definite portion settled by the terms of the "Contract" is at the disposal of the Provincial Government for its expenditure on Civil Administration.



*Second.*—The modification of this Provincial share of net Revenue, caused by special arrangements, different in each Province, in connexion with certain portions of Irrigation and Railway Administration, involving in some cases a small net outlay and in some a small net revenue.

*Third.*—The appropriation of the funds thus obtained towards the Provincial Expenditure, and especially the relation between the increase of expenditure and the increase of available funds.

42. The first figures to be set out are, therefore, the totals of the net revenues, that is, the revenues less expenditure directly charged against them. They are as follow, the figures being quite independent of any considerations as between Imperial and Provincial:—

*Total Ordinary Revenues—*

	Contract, 1892.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99, Revised.	1899-1900, Budget.
Central Provinces .	1,248,6	1,244,0	1,231,2	1,171,3	1,252,9	1,089,5	1,048,5	1,322,9	1,398,7
Burma (a) . . .	3,643,3	...	...	...	...	...	3,948,2	4,147,0	4,012,8
Assam . . . . .	814,0	842,9	962,5	992,1	1,003,4	1,015,3	995,8	1,047,3	1,047,3
Bengal . . . . .	7,081,6	7,325,2	7,445,8	7,606,9	7,714,8	7,823,5	7,835,9	7,998,8	8,058,9
North-Western Pro- vinces and Oudh .	7,677,8	7,716,1	7,778,9	7,589,1	7,866,2	6,655,6	7,264,8	8,419,1	8,470,1
Punjab . . . . .	3,060,1	3,133,8	3,261,1	3,223,5	3,290,5	3,224,3	3,409,8	3,561,8	3,530,4
Madras . . . . .	6,817,1	7,106,2	7,469,2	7,645,6	7,719,3	7,478,8	7,863,2	8,015,5	7,988,0
Bombay (b) . . .	5,412,1	5,489,1	5,646,1	5,550,6	6,018,2	5,367,0	5,625,2	5,950,2	5,943,0

(a) The figure against Burma in the column "Contract, 1892" represents the Contract of 1897.

(b) The figures relating to alienated Land Revenue, an entry peculiar to Bombay, are omitted from both sides.

43. The next statement shews the portion of these revenues which, according to the Provincial contract in each case, is credited to Provincial Account. The figures stand as follows, and it may be noted that the revision of the contract made with effect from 1897-98 onward, was such as to cause little change in the total of the Provincial share, except in the two Provinces of Bengal and Madras where it was reduced by Rx. 90,000 and Rx. 130,000 respectively, and in the North-Western Provinces where it was increased by about Rx. 120,000, namely, the cessation of a temporary reduction of Rx. 50,000, and a direct addition of about Rx. 70,000. (The figures are as they stand before the addition of the contributions from Imperial entered at the end of the table in paragraph 47 and the special grants-in-aid and expenditure therefrom of which mention is made in paragraphs 65 and 66 below):—

*Provincial Share of Revenues—*

	Contract, 1892.	1893-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99, Revised.	1899-1900, Budget.
Central Provinces .	653,3	652,5	647,2	623,9	649,6	598,9	566,1	713,1	750,8
Burma (a) . . .	2,604,1	...	...	...	...	...	2,768,5	2,991,8	2,822,5
Assam . . . . .	477,1	500,3	549,7	556,4	566,9	575,9	564,3	626,0	626,3
Bengal . . . . .	2,767,1	2,899,4	2,941,4	3,049,2	3,102,6	3,100,9	3,552,1	3,517,5	3,549,3
North-Western Pro- vinces and Oudh .	2,235,8	2,254,4	2,284,9	2,218,7	2,309,8	1,959,7	2,101,5	2,719,2	2,729,1
Punjab . . . . .	1,382,6	1,414,0	1,451,2	1,440,0	1,476,8	1,483,5	1,571,3	1,631,2	1,611,6
Madras . . . . .	2,368,7	2,491,0	2,587,9	2,653,5	2,676,7	2,627,1	2,588,5	2,655,7	2,632,4
Bombay . . . . .	2,404,4	2,451,5	2,490,8	2,481,2	2,601,2	2,405,4	2,475,9	2,554,9	2,569,7

(a) The figure against Burma in the column "Contract, 1892" represents the Contract of 1897.

44. I offer some comments on these two statements, shewing them in parallel columns :—

	Total Imperial <i>plus</i> Provincial.	Provincial Share only.																		
<i>Central Provinces.</i>	Fairly continuous progress—a small drop in 1894-95 due, as the details shew, to failure of Land Revenue—Recovery in 1895-96. Then a serious loss of Revenue in the two famine years 1896-97 and 1897-98. But complete recovery in the early future is anticipated.	The Province obtained in the earlier years little or no margin of revenue beyond that allowed for in the Contract of 1892, and in the famine years there was very great loss as compared with that standard. If the anticipations for 1898-99 and 1899-1900 are realized, it will be very fairly off.																		
<i>Burma</i>	No figures are here shewn for the years preceding 1897-98, the accounts having been completely changed in that year by the incorporation of Upper and Lower Burma as a single Province of account. The revenue is considerably in excess of that which was taken as the standard for the framing of the Provincial Contract of 1897. The falling-off in 1899-1900 is under "Forests," and may perhaps be due only to cautious estimating.	Revenue considerably in excess of the standard taken for the contract.																		
<i>Assam</i>	Revenue steadily progressive. The effect of the earthquake in 1897-98 is shewn only in a slight slackening of the rate of progress.	Has all along enjoyed a considerable excess of revenue—at present nearly 30 per cent (Rx. 170 to 190 thousands) over the contract figure of 1892. But of this amount Rx. 33,000 represent a special addition made to meet the South Lushai expenditure transferred to Assam.																		
<i>Bengal</i>	Also shews a steady progressive revenue. Owing presumably to the famine the progress from 1896-97 to 1897-98 was rather less than in other years. The falling-off was mainly under "Excise," as Land Revenue in Bengal is little subject to variation in consequence of famine.	<p>The accounts of the Province were greatly affected by the withdrawal from the Province in 1897 of the extremely progressive revenue of the Eastern Bengal Railway the share of Revenue substituted therefor not being so progressive. Combining the ordinary revenue and the Railway account the figures stand thus:—</p> <table><tr><td>Standard of 1892</td><td>2,806,3</td></tr><tr><td>1892-93</td><td>2,962,4</td></tr><tr><td>1893-94</td><td>3,011,0</td></tr><tr><td>1894-95</td><td>3,193,2</td></tr><tr><td>1895-96</td><td>3,235,7</td></tr><tr><td>1896-97</td><td>3,328,0</td></tr><tr><td>1897-98</td><td>3,297,8</td></tr><tr><td>1898-99</td><td>3,238,7</td></tr><tr><td>1899-1900</td><td>3,267,0</td></tr></table> <p>which certainly may be called fairly progressive, the figures of the last two years being due in part, it may be hoped, to caution in estimating. The new contract, commencing from 1897-98, involved a reduction of about Rx. 90,000 in the Provincial share.</p>	Standard of 1892	2,806,3	1892-93	2,962,4	1893-94	3,011,0	1894-95	3,193,2	1895-96	3,235,7	1896-97	3,328,0	1897-98	3,297,8	1898-99	3,238,7	1899-1900	3,267,0
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1892-93	2,962,4																			
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1896-97	3,328,0																			
1897-98	3,297,8																			
1898-99	3,238,7																			
1899-1900	3,267,0																			



	Total Imperial <i>plus</i> Provincial.	Provincial Share only.
<i>North-Western Provinces.</i>	A fairly progressive revenue till the famine year, then a tremendous falling-off in Land Revenue (1896-97). Partial recovery in 1897-98 and in the following two years very high figures due to recovery of famine arrears.	The unequal operation of the Irrigation account and the change effected in it in 1897 renders it necessary to combine the figures for this Province as in the case of Bengal. They stand thus— Standard of 1892 . . . 2,215,4 1892-93 . . . 2,265,2 1893-94 . . . 2,314,5 1894-95 . . . 2,234,1 1895-96 . . . 2,170,3 1896-97 . . . 2,160,2 1897-98 . . . 2,432,4 1898-99 . . . 2,641,5 1899-1900 . . . 2,632,2 The story of these figures is shortly this,— At first a little improvement over the standard taken for settlement. In 1895-96 a failure of irrigation revenue, 1896-97 famine, and consequent failure of revenue. Thereafter the rapid recovery of the Province and the realizations of famine arrears of revenue bring in ample resources. The new contract, commencing from 1897-98, increased the assets by about Rx. 120,000. The same as in the other column.
<i>Punjab</i>	Steady progress as reckoned over the whole period, but a slight set back in the famine year.	
<i>Madras</i>	Shows a very progressive Revenue, the advance being only temporarily interrupted by famine.	Rapid increase of revenue up till the famine year—from that time figure fairly steady, but not advancing. The Provincial share from 1897-98 onwards would stand about Rx 130,000 higher but for the revision of contract which came into operation from that year.
<i>Bombay</i>	An increase up to the famine year, then a considerable set back which has not yet been fully recovered.	The same remark as the first one in the case of Madras.

45. The sets of figures which I next shew are those relating to the Irrigation and Railway portion of the Provincial contracts, which I have described as coming in in modification of the amount of ordinary revenue otherwise at the disposal of the several Governments. The amount of modification thus imposed has, except in two cases, only slightly changed during the period under review, and the figures are, therefore, of no great importance except in the cases referred to, namely, Bengal and the North-Western Provinces, and these have been dealt with above:—

#### *Railways and Irrigation Accounts—*

	Contract, 1892.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99, Revised.	1899-1900, Budget.
Burma *	-125,0	...	...	...	...	...	-116,5	-130,5	-157,0
Assam	-9,5	-13,0	-10,5	-9,3	-10,2	-13,9	-14,2	-22,4	-9,5
Bengal	+39,2	+63,0	+69,6	+144,0	+133,1	+167,1	-254,3	-278,8	-282,3
North-Western Provinces and Oudh	-20,4	+10,8	+29,6	+15,4	-130,5	+200,5	+330,9	-77,7	-96,9
Punjab	+2,0	-23,5	-6,2	-5,7	+5,1	+6,1	+9,3	+7,8	+8,0
Madras	-313,9	-409,1	-360,7	-319,0	-334,8	-396,6	-297,5	-310,9	-313,9
Bombay	+5,1	-41,4	-15,6	-1,2	+3,7	-2,2	+7,7	+5,9	+8,7

\* The figure against Burma in the column "Contract, 1892" represents the Contract of 1897.

46. The next step is to examine the expenditure of the various Governments and observe how far they have kept the increase of it within the limits imposed by the increase of revenue. I shew separately the ordinary expenditure and the direct expenditure upon famine and plague.

47. The details are as follow, and the figures have to be compared with the general statement of available resources in the right column under paragraph 44 above:—

*Expenditure Account—*

	Contract, 1892.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99, Revised.	1899-1900, Budget.
<i>Expenditure, excluding Plague and Famine—</i>									
Central Provinces	653,3	674,3	707,9	679,6	673,0	688,7	764,4	706,0	701,0
Burma *	2,479,1	...	...	...	...	...	2,419,9	2,460,4	2,755,5
Assam	407,6	478,0	567,7	558,5	542,2	587,4	675,7	707,6	671,7
Bengal	2,806,3	2,972,1	2,974,1	2,993,4	3,115,9	3,295,2	3,302,0	3,141,6	3,272,0
North-Western Provinces and Oudh	2,215,4	2,281,9	2,339,7	2,349,9	2,342,2	2,485,8	2,513,7	2,401,7	2,586,9
Punjab	1,384,6	1,496,6	1,467,7	1,459,1	1,489,0	1,522,4	1,486,7	1,558,5	1,621,0
Madras	2,054,8	2,216,6	2,193,4	2,212,1	2,327,6	2,383,9	2,286,8	2,266,3	2,331,2
Bombay	2,409,5	2,433,6	2,455,7	2,526,5	2,560,2	2,588,9	2,605,4	2,534,6	2,604,7
<i>Plague and Famine Expenditure (Provincial) —</i>									
Central Provinces	...	...	...	6,4	...	2	5,8	18,3	17,5
Burma	...	...	...	...	...	...	62,7	...	...
Assam	...	...	...	...	...	...	...	...	...
Bengal	...	1	...	...	...	219,4	299,0	15,6	5,0
North-Western Provinces and Oudh	...	...	...	2	17,9	...	21,4	19,8	20,8
Punjab	...	...	...	...	...	31,3	96,2	18,0	10,0
Madras	...	24,4	2	...	2	47,2	161,9	20,7	64,1
Bombay	...	4	...	...	...	35,4	191,5	354,8	126,4
<i>Provincial Balances apart from grants-in aid by the Imperial Government—</i>									
Central Provinces	205,4	183,6	122,9	17,8	37,4	—52,6	—256,7	—267,9	—236,5
Burma	...	...	...	...	...	...	481,6	782,5	692,5
Assam	135,9	145,2	116,7	89,3	119,8	94,4	—31,2	—135,2	—190,1
Bengal	235,3	225,5	262,4	432,2	582,0	395,4	92,2	173,7	163,7
North-Western Provinces and Oudh	512,4	495,7	470,5	304,5	164,7	—160,9	—263,6	—43,6	—19,1
Punjab	277,1	171,0	148,3	123,5	116,4	52,3	50,0	112,5	100,5
Madras	419,1	260,0	293,6	386,0	430,1	229,5	71,8	129,6	52,8
Bombay	407,0	383,1	402,6	300,1	400,8	179,7	—133,6	—462,2	—614,9
<i>Contributions from Imperial in aid of Provincial Balances—</i>									
Central Provinces	...	...	...	...	...	52,6	204,1	...	...
Assam	...	...	...	...	...	...	80,0	80,0	...
Bengal	...	...	...	...	...	...	...	20,0	...
North Western Provinces and Oudh	...	...	...	...	...	160,9	102,7	...	...
Madras	...	...	...	...	...	...	...	50,7	64,1
Bombay	...	...	...	...	...	...	183,6	278,6	126,4

\* The figure against Burma in the column "Contract, 1892" represents the Contract of 1897.

48. *Central Provinces.*—The expenditure up to the famine year rose 2 or 3 lakhs (Rx. 20,000 or 30,000) above the standard of 1892; and since, as already observed, there was no margin of revenue, this resulted in the exhaustion of the ample balance, Rx. 205,400 with which the Province started. The strain of the famine year reduced the balance (apart from direct famine expenditure) still further to a deficit of Rx. 52,600 in 1896-97, and a further deficit of Rx. 204,100



in 1897-98, both of which were made up by grants from the Imperial Exchequer. The Province started in 1898-99 without any balance at all, and it is now expected that there will be a deficit in the year of Rx. 11,200, which must again be made up by a grant from Imperial Revenues. In 1899-1900 its estimated expenditure is well within its means.

The Province has taken practically no share of the cost of famine, which has been entirely Imperial—Rx. 1,640,245.

49. *Burma*.—Has not spent up to the rate of its increase of revenue, and has in consequence an ample and increasing balance. It is arranging now to expend part of the amount in meeting certain demands for Provincial Public Works, and has also made other proposals for expenditure on the public services.

50. *Assam*.—Had a comfortable balance, all along, of 10 lakhs (Rx. 100,000) more or less, keeping its increase of expenditure well up to, but not in excess of, its increase of revenue. The repair of earthquake damages imposed heavy charges in 1897-98 and 1898-99, which have largely exhausted the Provincial balance of Rx. 94,400 and absorbed also a grant of Rx. 160,000 by the Government of India; the balance being reduced for 31st March 1899 to about Rx. 25,000. In 1899-1900, after providing for absolutely necessary expenditure for Public Works and for the repair of earthquake damages, the estimates shew a deficit of Rx. 54,900.

The expansion of ordinary expenditure has been very considerable during the period under review.

51. *Bengal*.—The revenue of this Province, as above shewn, has afforded a margin for expansion of Provincial expenditure—namely, Rx. 2,806,300 in 1892 to (say) Rx. 3,300,000 in 1899-1900. The expenditure, however, was kept well in hand, so that the balance increased from Rx. 225,500 in March 1893 to Rx. 582,000 in March 1896. But this high balance sank to Rx. 92,200 two years later, as Rx. 518,400 out of it were spent in direct famine and plague charges. The ordinary expenditure in the two years now under estimate is taken at Rx. 3,141,600 and Rx. 3,272,000, which may be regarded as within the means of the Province, though it leaves a small deficit on the estimates of 1899-1900.

The Imperial Exchequer incurred famine charges in Bengal up to a total of Rx. 576,821 (about half of the total), but did not otherwise contribute by grants-in-aid to the resources of the Province.

The Province of Bengal has not had much plague expenditure to bear out of its own account, but we have made to it in 1898-99 a grant-in-aid of Rx. 20,000 which it will distribute to those Municipalities and Local Bodies whose funds have been most severely affected by expenditure on plague.

52. *North-Western-Provinces*.—The Province had the advantage of starting in 1892 with a large balance still remaining on the credit side, but the rate of its annual expenditure was in excess of its annual revenue (having been found by reduction of balances), and when in the year before the famine a very favourable monsoon caused a failure of irrigation revenue (an important item in North-Western Provinces finance), the Province found its balance on March 31, 1896, reduced below the stipulated minimum of 20 lakhs (Rx. 200,000), and, as already said, a rate of current expenditure in excess of its current revenue by between 10 and 15 lakhs. During the strain of the famine year nothing could be done to amend this state of things, and the balance was overspent by Rx. 263,600, the amount being accordingly made up by grants-in-aid out of the Imperial Exchequer in the two years 1896-97 and 1897-98.

Under these circumstances, the Province contributed nothing towards the direct famine expenditure, the whole of which, Rx. 2,064,025, was found out of Imperial resources.

For 1898-99 it stands, as explained, without any balance to its credit, and its estimates stand as follows:—

	1898-99. Rx.	1899-1900. Rx.
Revenue Accounts . . . . .	2,641,500	2,632,200
Expenditure Accounts . . . . .	2,421,500 (a)	2,607,700 (b)
Results . . . . .	+ 220,000	+ 24,500

(a) Includes Rx. 19,800, Plague.

(b) Includes Rx. 20,800, Plague.

The handsome surplus which comes in in 1898-99 is due to the recovery by the North-Western Provinces of the arrears of the revenue due in 1896-97 and 1897-98, in compensation for the loss of which Imperial made the grants-in-aid of Rx. 263,600 above alluded to. In the coming year, 1899-1900, the Government, North-Western Provinces, propose to increase their scale of expenditure all round to a rate which they will not be able to maintain after the arrear collections (which add some lakhs to the present scale of revenue) are exhausted and the revenue falls back to its ordinary amount.

In anticipation of this surplus of 1898-99 and 1899-1900 it was stipulated that the benefit of these arrear collections was (*quoad* the Provincial share) to be considered as not applicable to current expenditure, but to be reserved (to the extent of 75 per cent of it) for building up the exhausted Provincial balance. The Government, North-Western Provinces, have fulfilled this pledge, and are now appropriating these arrears to a temporary increase of expenditure bearing in mind the impending diminution in the amount of their annual income as compared with the figures of 1898-99 and 1899-1900.

53. *Punjab*.—The Province has all along proceeded on fairly prosperous lines. The balances which were continually diminishing before the famine year are now on the rise, and the expenditure is within the amount of revenue available. The Province escaped any severe share in the calamities of 1896 and 1897, and the Imperial expenditure on famine was less than 3 lakhs (Rx. 30,000), the Province itself contributing about 12 lakhs (Rx. 120,000) or, including "Local," nearly 16.

54. *Madras*.—The expanding revenues of this Province have carried it through its period of disaster. It contributed moderately, that is, a total of a little over 20 lakhs (Rx. 200,000), towards its famine expenditure, the Government of India having undertaken all the rest (*viz.*, Rx. 732,995) so as to leave the Province with an opening balance of Rx. 71,800 in 1898-99. The Government of India further propose to make a grant to Madras of the amount of direct famine and plague expenditure incurred by it in 1898-99, namely, Rx. 20,700, and to estimate for next year a similar grant of Rx. 64,100. They also grant a further sum of Rx. 30,000 in 1898-99, placing the amount at the disposal of the Local Government for grants-in-aid to such Municipalities and Local Bodies as have been most affected by plague expenditure. With its famine and plague expenditure thus made up the Province shows a fair surplus on its transactions of 1898-99, and a small deficit in 1899-1900.

The detailed figures are:—

	1898-99. Rx.	1899-1900. Rx.
Revenue Accounts . . . . .	2,655,700	2,632,400
Deduct—Railway and Irrigation Account	310,900	313,900
Net available Revenue . . . . .	2,344,800	2,318,500
Proposed Expenditure, excluding Plague and Famine . . . . .	2,266,300	2,331,200
Plague and Famine . . . . .	20,700	64,100
TOTAL . . . . .	2,287,000	2,395,300



55. *Bombay*.—The continuous advance of the expenditure of the Province while the advance of the revenue was entirely set back by the famine year, has brought a strain upon the finances, irrespective of the direct effect of famine and plague expenditure. The figures may be set out as follows:—

	Revenue Account as modified by Irrigation and Railway figures.	Ordinary Expenditure Account.	Excess of Expenditure.
	Rx.	Rx.	Rx.
1892 standard	2,409,500	2,409,500	
1892-93	2,410,100	2,434,000	
1893-94	2,475,200	2,455,700	
1894-95	2,480,000	2,526,500	6,200
1895-96	2,604,900	2,560,200	
1896-97	2,403,200	2,588,900	185,700
1897-98	2,483,600	2,605,400	121,800
1898-99	2,560,800	2,534,600	26,200 (Excess of Revenue.)
1899-1900	2,578,400	2,604,700	26,300 (Excess of Expenditure.)

The above figures exclude all direct Famine and Plague expenditure, and shew that the revenue and expenditure were in equilibrium for the first four years of the period under review, but that in the next two (the years of calamity), by reason of the falling-off in revenue, without an intermission of the increase in expenditure, the Provincial balance had to bear a reduction of Rx. 307,500.

The actual condition of the account till the end of 1897-98 was as follows:—

Balance, March 31, 1892	Rx.	407,000
Reduced by excess of ordinary expenditure—	Rx.	
1892-93 to 1895-96	6,200	
1896-97	185,700	
1897-98	121,800	
	313,700	
	93,300	
Further reduction by direct famine and plague expenditure not included in the above—		
1896-97	35,400	
1897-98	191,500	
	226,900	
Net over-expenditure of balance till 31st March 1898	133,600	
Cancelled by general grant-in-aid in 1897-98 of	183,600	
Leaving credit balance on 31st March 1898 of	50,000	

The Revised Estimates for Bombay for 1898-99 show:—

Revenues Account	2,554,900	} Surplus on ordinary account Rx. 26,200.
Irrigation and Railway Account	+ 5,900	
Expenditure Account, excluding Plague and Famine	2,534,600	
Plague and Famine Expenditure	354,800	

56. Putting the figures of the various provinces together, the following shews the facts up to March 31, 1898:—

Statement in Rx.	FAMINE AND PLAGUE EXPENDITURE (DIRECT).		
	From Imperial sources.	From Pro- vincial and Local sources.	Grants-in-aid by Imperial to Provincial.
Central Provinces . . . . .	1,640,245	8,820	256,700
Burma . . . . .	54,975	63,336	...
Assam . . . . .	...	...	80,000 (a)
Bengal . . . . .	576,821	553,951	...
North-Western Provinces . . . . .	2,064,025	...	263,600
Punjab . . . . .	27,502	157,920	...
Madras . . . . .	732,995	228,601	...
Bombay . . . . .	1,242,760	27,887	183,600

(a) For earthquake.

57. The Government of Bombay, both in respect of its Provincial account and in respect of its Municipalities, have been very hardly pressed by plague expenditure. They have submitted to us an examination of the financial condition of their principal Municipalities, and we have agreed to their giving out of their general revenues relief to their Municipalities to the extent of Rx. 228,078, of which the greater part goes to the City Corporation. Including this grant from their revenues, the Government of Bombay will have spent in direct charges of famine and plague—

	Famine. Rx.	Plague. Rx.	TOTAL. Rx.
1896-97 . . . . .	24,000	11,400	35,400
1897-98 . . . . .	...	191,500	191,500
1898-99 . . . . .	24,800	330,000	354,800
TOTAL . . . . .			581,700

Out of the expenditure of the first two years, aggregating Rx. 226,900, the Provincial Government have met out of their ordinary revenues Rx. 43,300, and the balance Rx. 183,600 has been made up by special contributions by Imperial; in the same way its balance of Rx. 50,000, and Rx. 26,200, its surplus of 1898-99, fall far short of the charges Rx. 354,800 of 1898-99, and it is necessary for the Imperial Government to make a further grant-in-aid of Rx. 278,600 leaving the province, on April 1899, with an opening balance of *nil*. The total direct expenditure on plague and famine which has been borne by the province comes to Rx. 43,300 in the first two years and Rx. 76,200 in the last, or Rx. 119,500 in all.

It is anticipated that Rx. 126,400 of Plague expenditure will be incurred in Bombay in 1899-1900, and an equal amount of grant-in-aid from Imperial to Provincial has been estimated for in that year.

58. The grants shewn in the above paragraphs may be regarded as grants in the ordinary way of business, that is, grants made on the principle that in any case of extreme calamity, when Local aid has been exhausted, the charge must fall, as far as possible, on Provincial resources, and when they are exhausted the Imperial Government must bear the burden; and I think a liberal interpretation has been given to this Imperial responsibility, for we have taken over the direct Provincial expenditure on famine and plague of the two Provinces most affected by plague, without insisting upon their first defraying any part of it out of their own balances, and it is our desire at present to go still farther. On one or two past occasions, when Imperial finances have been subjected to great stress, we have called upon the Provincial Governments to give us aid out of their resources,



and under present circumstances, when Imperial finance by the recovery of exchange and from other causes is prosperous, and Provincial finance has been sore smitten by the consequences of famine and plague, we consider that a portion of our surplus cannot be better employed than in restoring the financial condition of the various provinces and relieving them from the financial difficulties which accompany the emergence from a state of famine and plague, so as to enable them to carry on their ordinary administration and meet their ordinary administrative necessities.

59. In the case of Bombay, though, as above described, we have made large grants towards the direct expenditure on famine and plague, yet the effect of these two calamities is still shewn in the falling-off in revenue and in indirect expenditure (on police and the like) which accompanies plague measures. We propose on these considerations to make to Bombay a grant of Rx. 150,000.

60. Bengal has not been affected by plague expenditure to anything like the same extent as Bombay; but, on the other hand, its finances have suffered from the very large extent to which the famine expenditure was met from Provincial and Local resources. We propose to make to it a similar grant of Rx. 150,000. This is in addition to the assistance already undertaken to be given from Imperial sources towards the European General Hospital at Calcutta, and also in addition to Rx. 20,000 mentioned in paragraph 51.

61. In Assam the only immediate difficulties arise in connection with earthquake damages. Towards this we have already given Rx. 160,000, and the Chief Commissioner has asked for Rx. 67,500 more. We propose now to close this account by a grant of Rx. 100,000.

62. The accounts of the Central Provinces are weighted only in respect of the very small balance it at present possesses, and the Estimates of 1898-99, as already stated, produces a deficit of Rx. 11,200; we propose to make it a grant of Rx. 50,000.

63. The claim of Madras arises mainly in respect of the fact that, at the last revision of the Provincial contracts, a larger resumption of revenue was made from it than from any other province. We propose to make a grant to it of Rx. 100,000, besides the above mentioned grants for the Famine and Plague expenditure, namely, Rx. 50,700 in 1898-99 and Rx. 64,100 in 1899-1900.

64. Burma in our opinion requires no assistance, nor, if we make a strict reckoning, do the North-Western Provinces or the Punjab. But the expenditure in these two provinces has been limited by the consideration of their general financial position, and they have also had to bear some expenditure, both direct and indirect, upon plague. We propose to give to the former a grant of Rx. 100,000, and to the latter a grant of Rx. 50,000.

65. All these amounts will be granted in the accounts of the year 1898-99, and the same amount (less the excess expenditure in the Central Provinces, Assam, Bengal, Madras, and Bombay already provided for by the Provincial Governments in their estimates) will be entered in the Estimates of 1899-1900 as expenditure out of Provincial balances under the head of Civil Works,—not as an invitation to the several Local Governments to expend the amounts in that year, but as a permission to them to do so (by re-appropriation or otherwise), if on a consideration of their general financial position and of the necessity of keeping a balance in hand, they deem it advisable. The amounts thus entered include in the case of Bengal and Madras the payments they may make against the grants of Rx. 20,000 and Rx. 30,000 referred to in paragraphs 51 and 54. The Provincial Governments should, however, bear in mind that the grants now made are grants made once for all, and that it will be dangerous for them to take them as warranting any expenditure of a recurring character; also that the Government of India in making the grants admits against itself no liability to make

good to Provincial Governments the loss or expenditure incurred by them in respect of the kinds of expenditure to which it has had regard in assessing the distribution of the grants ; but admits merely that as in times of Provincial financial prosperity it has called upon the provinces to come to the aid of the general exchequer, so in times of Imperial financial prosperity it is reasonable and expedient that it should depart from a strict interpretation of its financial relations to the Provincial Governments and aid them when at the same time they have had, and have, special financial misfortunes pressing on them. Perhaps I may refer in this connexion to paragraphs 127, 128 and 129 of Major Baring's (Lord Cromer's) financial statement of 1883.

66. These several free grants, as they may be called, are specially entered in the figures attached to the Financial Statement and are in addition to those entered at the end of the statement in paragraph 47. They are:—

	Rx.
Central Provinces . . . . .	50,000
Assam . . . . .	100,000
Bengal . . . . .	150,000
North-Western Provinces . . . . .	100,000
Punjab . . . . .	50,000
Madras . . . . .	100,000
Bombay . . . . .	150,000
<b>TOTAL . . . . .</b>	<b>700,000</b>

67. We have made fairly ample provision next year, namely, Rx. 126,400 in connection with the estimates of Bombay, Rx. 64,100 in Madras, and Rx. 209,500 not yet appropriated, for expenditure on combating the plague, which we may not unlikely have to meet in the future out of Imperial resources as we have done in the past. But we are not prepared, in a general way, to pay, out of Imperial resources, all the direct expenditure which the plague may cause, or to relieve Municipalities and other Local Bodies from the burden which necessarily falls upon them in respect of sanitary and medical expenditure caused by the approach or the advent of plague. Still less can we undertake to make up to Provincial Governments the excess expenditure which may have to be incurred under Police or in the other ordinary departments of Provincial Administration, or invite them to deal with ordinary administrative demands upon them with the same freedom which might be possible and even advisable, were we not all in the presence of a threatening calamity that necessitates our husbanding our resources as far as is possible.

### TWENTY YEARS' FINANCE.

68. Following up a purpose which I set before myself in last year's Financial Statement, I published, contemporaneously with the Finance and Revenue Accounts of last year, a summary of these accounts for the twenty years ending March 31, 1898. The summary was necessarily a statement of figures only, with no attempt at criticism, and I desire here to give some continuous account of the results which the figures shew, and explain where our Revenue and Expenditure have during these twenty years increased or decreased. The plan I adopt is to take one set of figures as the standard of the Revenue and Expenditure at the beginning of the period (or rather, say, for the year 1879), and another set as representing the standard for 1896 (that is, before the famine burst on the land). These seventeen years may be taken as a period of practically continuous financial history.

69. For the first of these two standards I take the average of the figures of 1878-79 and 1879-80. If we eliminate the war figures of these two years, which



in a comparison such as the present ought to be excluded, we obtain the following figures:—

	1878-79. Rx.	1879-80. Rx.
Surplus or Deficit . . . . .	+ 2,134,098	- 1,227,893
War Expenditure, India . . . . .	600,109	4,591,644
"    England . . . . . £	76,110	17,480
Surplus if war be excluded . . . . .	2,810,317	3,538,231

But we have still further to modify these figures by reason of the fact that they did not provide for the full famine liability of Rx. 1,500,000, the Famine Insurance being at the time in suspense, owing to the heavy war expenditure. This consideration adds Rx. 1,187,177 and Rx. 1,396,353 to the expenditure and reduces the surpluses to Rx. 1,623,140 and Rx. 2,141,878; or an average of Rx. 1,882,509.

That is, if we exclude consideration of war expenditure, and if we take Rx. 1,500,000 as the proper annual measure of famine liabilities, we had in 1879 a surplus of revenue of Rx. 1,882,500.

70. To find the similar figure for 1896, I take the figures of the Budget of that year which may be taken as expressing the standard of Revenue and Expenditure at the time. They are as follows, namely:—

	Rx.
Revenue in India (Budget) . . . . .	97,316,800
Expenditure, England, net (Budget) . . . . . £	15,735,300
Exchange (according to rate actually realized) . . . . .	10,222,300
India (Budget), less Rx. 20,000 war . . . . .	69,368,500
Add—Amount wanting to make up Rx. 1,500,000 Famine Insurance . . . . .	500,000
Total . . . . .	95,826,100
Surplus of Revenue . . . . .	1,490,700

71. We have therefore, comparing the standard of 1879 with that of 1896, a slightly worse position in the latter of the two years. I have made a careful analysis both of the increase of Revenue and of the increase of Expenditure between the two years, and I find it to be as follows:—

#### Imperial Account.

	Rx.	Rx.	Rx.
Increase of Revenue under Salt, Customs, Tributes and Miscellaneous . . . . .	...	3,810,000	
Imperial Share of Increase of Revenue under Revenues provincially administered . . . . .	...	5,429,400	
Increase of net Revenues under Post Office, Telegraph, and Mint . . . . .	...	457,400	
Improvements under Debt Services, Railways, and Irrigation (excluding consideration of exchange) . . . . .	6,327,500		
Deduct—Loss by exchange charged against Railway Liabilities . . . . .	2,608,300		
		3,719,200	
Famine Insurance reduced in account by transfer to the preceding head of charges for interest on Indian Midland and Bengal-Nagpur Railways . . . . .	...	401,500	
Cessation of Railway Construction out of Revenue . . . . .	...	845,800	
Total available Improvement . . . . .	...		14,663,300

<i>Absorbed as follows:—</i>	Rx.	Rx.	Rx.
Deterioration of Opium Revenue . . . . .	...	3,679,800	
Addition to charges for exchange. (Rate diminished from 19'85 pence to 14'45 pence) . . . . .	7,337,300		
<i>Deduct</i> —Amount taken to Railway Account . . . . .	2,608,300		
		4,729,000	
Deficit on Civil Administration of Upper Burma . . . . .	...	455,300	
Army Services: net Charges increased from Rx. 16,693,700 to Rx. 22,167,800 (irrespective of exchange) . . . . .	...	5,474,100	
Charges under "Political" increased from Rx. 427,100 to Rx. 893,700 . . . . .	...	471,600	
Civil and Miscellaneous charges in India increased from Rx. 1,189,200 to Rx. 1,541,300 . . . . .	352,100		
<i>Less</i> —Savings by decrease under Assignments and Territorial Pen- sions and Stationery . . . . .	223,800		
		128,300	
Sterling Expenditure other than Army, Debt Services, and Railways in- creased (excluding exchange) from £2,486,400 to £2,920,200 . . . . .	...	433,800	
Total . . . . .	...	...	15,371,900
Excess of demand over available means . . . . .	...	...	708,600

#### Provincial Account.

Increase of Provincial share of Reve- nue under Revenues provincially ad- ministered (a) . . . . .	...	4,102,700	
Increase in net charges for Provincial Civil Administration from Rx. 14,374,900 to Rx. 18,160,800 . . . . .	...	3,785,900	
Balance of increase of Revenue not absorbed . . . . .	...	...	316,800

(a) That is,  $\frac{1}{4}$  of Land Revenue and of Excise :  $\frac{1}{2}$  of Assessed Taxes, Forest, and Registration :  $\frac{1}{4}$  of Stamps.

The deterioration on Imperial Account, Rx. 708,600, less the improvement on Provincial Account, Rx. 316,800, gives a net deterioration of Rx. 391,800, namely, a reduction in the surplus of Revenue from the standard of Rx. 1,882,500 in 1879 to that of Rx. 1,490,700 in 1896.

72. This list shews that the resources made available by increased revenue and careful administration have practically been absorbed by (1) Loss of Opium Revenue, (2) Increase of Exchange Charges, (3) Increase of Military Expenditure, (4) Increase of Political Expenditure, (5) Increase of Provincial Expenditure, *i.e.*, of charges of Civil Administration, (6) Net Charges on account of Upper Burma.

73. On the first two of these no remark need be made here; they are misfortunes we have had to accept. The last may also be passed over without remark; the occupation of Upper Burma was a measure forced upon us by



political necessity, apart from any question of finance. The Province will, we trust, shortly meet the expenses of its civil administration, but naturally it does not as yet fully pay its way. The other three heads call for special explanation.

74. The subject of Military Expenditure is too vast to be entered on in detail. A general explanation of its increase was given by Sir Henry Brackenbury in the Budget Debate of 26th March 1896 and by Sir Edwin Collen on the same date in 1897. In respect of their military charges the Government of India feel the same necessity which presses upon all other Military Powers, and which has imposed upon even the most pacific nations increased burdens. Both our military system in its details and our general military and defensive policy are closely linked with those of England; and we cannot escape the necessity of increasing our defensive expenditure in the same way, though not perhaps to the same extent, that England does.

75. In illustration of this point I present the following figures; the English ones are taken from the Statistical Abstract of the United Kingdom, 1882 to 1896, pages 10 and 11:—

	DEFENSIVE EXPENDITURE, UNITED KINGDOM (a.)			DEFENSIVE EXPENDITURE, INDIA (b.)
	Army.	Navy.	Total.	Army and Military Works.
	£	£	£	Rx.
1882-83	15,133,451	10,259,853	25,393,304	16,928,587
1883-84	16,095,326	10,728,781	26,824,107	18,79,134
1884-85	18,600,338	11,427,064	30,027,402	16,955,165
1885-86	17,027,084	12,660,509	29,687,593	17,340,369
1886-87	18,429,272	13,265,401	31,694,673	19,413,293
1887-88	18,167,196	12,325,357	30,492,553	20,548,166
1888-89	15,919,738	12,999,895	28,919,633	20,305,140
1889-90	17,345,812	13,842,241	31,188,053	20,511,504
1890-91	17,550,023	14,125,358	31,675,381	20,821,160
1891-92	17,258,900	14,150,000	31,408,900	22,570,532
1892-93	17,541,700	14,302,000	31,843,700	23,705,032
1893-94	17,939,700	14,048,000	31,987,700	23,537,693
1894-95	17,899,800	17,545,000	35,444,800	23,966,973
1895-96	18,459,800	19,724,000	38,183,800	23,967,714
1896-97	18,269,800	22,170,000	40,439,800	24,384,447

(a) Excluding Expeditions and Naval Defence Fund.

(b) Excluding Special Defences and the following Expeditions: (1) Egypt, (2) Quetta, (3) Burma, (4) Chin-Lushai, (5) Chitral.

76. The result of these figures is to shew that while the Defence Expenditure in the United Kingdom has increased by 59 per cent, that in India has increased by only 44 per cent, even including the increase due to the fall of exchange, which affects Indian Military Expenditure in a special degree, owing to the

	£	
Net English Expenditure	4,000,000	large proportion of it that is measured by a sterling standard. The statement of expenditure in the United Kingdom is free from disturbance by this cause; while, on the other hand, the increase of Indian expenditure includes Rx. 2,526,000 directly due to this cause alone; and if this amount were excluded, the percentage of increase would be reduced to 29.
British Soldiers' pay	1,590,000	
TOTAL	5,590,000	
	Rx.	
Difference of exchange 19'85d. and 14'45d.	2,526,000	

77. The two most recent measures causing considerable increase of Military Expenditure were the raising of the pay of native soldiers in 1895, and of that of British soldiers in 1898. The former of these concessions had been delayed on financial grounds for a length of time which all our military advisers considered to be open to objection. The second measure, the increase of British soldiers' pay, is the

result of the determination of Her Majesty's Government on a question of general imperial policy.

78. Under the head of Political Expenditure, the increase measured by percentage is even more considerable; in amount it is Rx. 471,600. A few remarks will shew that this increase has been caused solely by the necessities of external policy. Two-fifths of the whole amount arises from the one item of Rx. 180,000 for the subsidy of His Highness the Amir of Afghanistan; and the Afghan Refugees cost at least Rx. 60,000 more. The period under consideration, moreover, has witnessed the rise and development of the Baluchistan Agency, which now accounts for Rx. 130,000 of the outlay charged under this head; the appointment of an Agent on the Perso-Afghan Frontier (Rx. 13,000); the occupation of the Gilgit and Chitral Frontier (Rx. 16,000); and considerable new expenditure, say, Rx. 40,000, in controlling the tribes and employing levies along the North-Western Frontier. The head "Political" contained also in 1896 Rx. 14,000 expended on the African Coast of the Gulf of Aden (the corresponding revenues are under Miscellaneous), and the scheme of Imperial Service Troops has caused a further increase of Rx. 22,000.

79. I pass to the figures shewn against Provincial (including Local) net expenditure, which has increased during the period under review from Rx. 14,374,900 to Rx. 18,160,800. These are the charges of Civil Administration generally, and under such heads increasing outlay is not only justifiable but inevitable, in every country in which civilization is not stationary or retrograding. The system of Provincial finance is based on the theory that the increase in the Provincial share of the Revenues can be set aside for increase of expenditure upon Civil Administration, and that, if the increase is kept within this limit, we have by this limitation, under ordinary circumstances, sufficiently taken into consideration the financial difficulties arising from falling exchange, from the necessities of Military and Political Expenditure, from wars and famines. We proceed, therefore, on the assumption that there is no objection to the Provincial share of the normal growth of Revenue being, as fast as it accrues, spent on administrative improvements. As has often been pointed out, a Provincial Government can do nothing with its money except spend it; it cannot, for example, utilize a surplus for remission of taxation.

### Conclusion.

80. The statement which I have laid before the Council exhibits, I think, a very favourable condition of Indian Finance. Some of these favourable elements are, I admit, temporary only, and due in a large measure to a specially active trade, others however are permanent and betoken the return of the prosperity and progress which I noted in my statement of March 1896, and which were so rudely interrupted by the outbreak of famine. The plague, though it is a great anxiety to both Imperial and Provincial Administrations, it is, financially speaking, well within our power to cope with, and as the first responsibility for the measures taken in connexion with it rests with the Provincial Administrations, I have been particular to examine the position of the Provincial Financial Accounts, and trust that the measures of relief and assistance sanctioned by the Government of India and set out in the statement will enable them to face the difficulties in which they are placed, though I take for granted they do not claim relief from their share in the anxieties which are inseparable from financial administration in India.



## PART II.

## DETAILS OF THE ACCOUNTS AND ESTIMATES.

## Section I.—The Accounts of 1897-98.

81. The Revised Estimate of 1897-98 was framed for a deficit of Accounts of Rx. 5,283,100; in the closed Accounts this figure rises to Rx. 5,359,211, or 1897-98. Rx. 76,111 worse than was anticipated when the Revised Estimate was framed.

The variations between the figures finally entered in the Accounts of the year and those assumed for the purposes of the Budget and the Revised Estimate are explained in the Appropriation Report published in the *Gazette of India* of the 18th instant.

The following statement compares the Revised Estimates with the Accounts of the year :—

		Revised Estimate.	Accounts.	Accounts, better.	Accounts, worse.
<b>REVENUE.</b>					
India	Rx.	96,262,000	96,139,287	...	122,713
England	£	192,000	193,662	1,662	...
Exchange	Rx.	107,500	109,055	1,555	...
<b>TOTAL</b>	<b>Rx.</b>	<b>96,561,500</b>	<b>96,442,004</b>	<b>...</b>	<b>119,496</b>
<b>EXPENDITURE.</b>					
India—	Rx.	77,136,300	76,939,069	197,231	...
Imperial, Provincial, and Local	Rx.	—705,700	—457,678	...	248,022
Adjustment of Provincial and Local Surplus or Deficit					
<b>NET</b>	<b>Rx.</b>	<b>76,430,600</b>	<b>76,481,391</b>	<b>...</b>	<b>50,791</b>
England	£	16,201,000	16,198,263	92,737	...
Exchange	Rx.	9,123,000	9,121,501	1,499	...
<b>TOTAL</b>	<b>Rx.</b>	<b>101,844,600</b>	<b>101,801,215</b>	<b>43,385</b>	<b>...</b>
<b>DEFICIT</b>	<b>Rx.</b>	<b>—5,283,100</b>	<b>—5,359,211</b>	<b>...</b>	<b>76,111</b>

82. The Revenue in India was less than the sum anticipated in the Revised Estimate by Rx. 122,713, and the Expenditure finally chargeable against that Revenue, after making allowance for the adjustment of the sums by which Provincial and Local Revenues were in surplus or deficit, exceeded the forecast by Rx. 50,791. In India, therefore, the Accounts as a whole turn out worse than the Estimate by Rx. 173,504. Against this must be set an improvement in Revenue in England of Rx. 3,217, and a decrease in Expenditure in England of Rx. 94,176—in all Rx. 97,393, including exchange. The sum of Rx. 76,111, being the difference between the results obtained in India and England, represents the total falling-off in the Accounts as compared with the Revised Estimate of the year. 1897-98. General Results.

83. The Land Revenue actually realised fell short of the Revised Estimate by Rx. 248,658. In the North-Western Provinces the collections were over-estimated by Rx. 157,820, and in Bombay by Rx. 104,384; while in Burma a sum of Rx. 46,270 was collected in excess of the Estimate. Owing to the fact that the largest instalment of Land Revenue falls due towards the close of the financial year, there is at all times a difficulty in making a precise forecast of the March collections, and in the past year the Estimate was also indirectly affected by the 1897-98. Revenue in India.

famine, which left it uncertain to the last moment to what extent it would be possible to enforce any given measure of compliance with the revenue demand of the year.

The Opium Revenue proved worse than the Estimate by Rx. 62,528, due to a decline in the exports of Malwa Opium to China. On the other hand, the realisations under Customs show an improvement of Rx. 63,895, and the Railway Revenue rose by Rx. 90,857 owing to a slight increase of traffic on some of the Railways towards the close of the year.

1897-98.  
Expenditure in  
India.

84. On the Expenditure side the outlay on Famine Relief during the last weeks of the year was less by Rx. 66,112 owing to the cessation of operations earlier than had been anticipated. In the Railway Revenue Account there was a saving of Rx. 125,704 on the Revised Estimate mainly under Working Expenses. Army Expenditure shows an excess of Rx. 62,239 due to increased payments to Native Troops on account of compensation for dearness of provisions and forage.

1897-98.  
Revenue and  
Expenditure  
in England.

85. The reduction in Expenditure in England of £92,737, or including Exchange Rx. 94,176, consists for the most part of a saving under Army Charges of £67,773. The increase in Revenue in England comes to the trifling sum of £1,662, or including Exchange Rx. 3,217, and consists mainly of recoveries on account of stores.

86. The Expenditure not charged to Revenue amounted to Rx. 4,328,541 as compared with Rx. 4,604,600 entered in the Revised Estimate.

#### Section II.—Revised Estimate of 1898-1899.

1898-99.  
Statement of the  
gross figures.

87. The following is a general comparison of the Budget Estimates with the Revised Estimates of 1898-99:—

	Budget.	Revised.	Revised, better.	Revised, worse.
<b>REVENUE.</b>				
India . . . . Rx.	98,791,700	101,217,400	2,425,700	
England . . . . £	18,300	232,500	44,200	
Exchange . . . . Rx.	105,400	116,200	10,800	
<b>TOTAL . Rx.</b>	<b>99,085,400</b>	<b>101,566,100</b>	<b>2,480,700</b>	
<b>EXPENDITURE.</b>				
India—				
Imperial, Provincial, and Local Rx.	72,610,100	71,603,300	1,006,800	
Adjustment of Provincial and Local Surplus or Deficit . Rx.	—116,800	+1,417,900	...	1,534,700
<b>NET . Rx.</b>	<b>72,493,300</b>	<b>73,021,200</b>	<b>...</b>	<b>527,900</b>
England . . . . £	16,174,800	16,323,700	151,100	
Exchange . . . . Rx.	9,225,900	8,161,800	1,064,100	
<b>TOTAL . Rx.</b>	<b>98,194,000</b>	<b>97,506,700</b>	<b>687,300</b>	
<b>SURPLUS . Rx.</b>	<b>891,400</b>	<b>4,059,400</b>	<b>3,168,000</b>	

1898-99.  
General features.

88. The leading characteristic of 1898-99 is the rapid recovery of the revenue from the effect of the unfavourable conditions prevailing in the two preceding years. Under all heads of Revenue, except Stamps and Registration, the sums actually realised are largely in excess of the forecast framed a year ago. The general prosperity of the people has added to the receipts under Salt and Customs; abundant harvests have increased the Railway Revenue; Opium has sold for higher prices and has cost less to produce; the burden of famine



relief has been removed; military expenditure has been reduced earlier and to a larger extent than was anticipated; and the charge for exchange has been less by a crore of rupees than that assumed in framing the Budget. The only adverse feature is the revival and extension of plague which has increased the medical expenditure in every Province and injuriously affected some branches of revenue.

89. The Revenue in India is expected to exceed the Budget Estimate by <sup>1898-99.</sup> Rx. 2,425,700, and besides this there will be a reduction of expenditure of <sup>General Results.</sup> Rx. 1,006,800 made up of Rx. 518,600 under Army, Rx. 305,200 under Opium, and Rx. 208,500 under Public Works—Buildings and Roads. Of this total improvement in India of Rx. 3,432,500, Rx. 1,534,700 occurs under Provincial and Local, and Rx. 1,897,800 under Imperial. The Revenue in England shows an increase of £44,200, and the Expenditure a decline of £151,100. Adding to these a reduction of the net charge for exchange by Rx. 1,074,900, the final result is an increase of the surplus of the year by Rx. 3,168,000 from Rx. 891,400 to Rx. 4,059,400.

90. The more important increases of Revenue in India occur under the <sup>1898-99.</sup> following heads:— <sup>Increase of Revenue in India.</sup>

	Rx.
Land Revenue . . . . .	111,200
Opium . . . . .	349,600
Salt . . . . .	319,200
Provincial Rates . . . . .	92,100
Customs . . . . .	307,900
Forests . . . . .	102,400
Miscellaneous . . . . .	102,100
Railway Receipts . . . . .	884,200
Irrigation Major Works . . . . .	193,200

91. The increase of Rx. 111,200 in the collections of Land Revenue <sup>1898-99.</sup> includes the following amounts in excess of the Estimate:— <sup>Land Revenue.</sup>

	Rx.
Burma . . . . .	100,800
North-Western Provinces and Oudh . . . . .	52,000
Bombay . . . . .	33,600

In Burma the continuous expansion of cultivation induced by a fertile soil and light settlements and the revision of assessment-rates have added to the ordinary revenue, and the yield of the Capitation Tax has been raised by the natural increase of population. In the North-Western Provinces and Oudh large sums are expected to be realised on account both of ordinary arrears and of revenue suspended during the famine. The enhanced collections in Bombay include arrears due to plague in some districts and to bad seasons in others; while in Sind the revenue has been raised not only by these causes, but by a favourable inundation greatly extending the area under spring crops.

Account must also be taken of the following decreases:—

	Rx.
Madras . . . . .	32,100
Central Provinces . . . . .	35,000
India . . . . .	10,900

The decrease in Madras is due to a fall in the sales of lands benefited by the Periyar Irrigation Scheme in Madura; the Central Provinces figures are affected by suspensions of revenue and smaller recoveries of arrears; and the decline under India General is caused by the failure of the rains and general scarcity in Ajmir, and by drought, locusts, and low prices in Baluchistan where the Land Revenue is collected in produce.

92. Although the collections of Land Revenue in 1898-99 are expected to exceed the Budget Estimate, the Imperial share of the total collections will be considerably less by reason of the special contributions given in aid of Provincial resources which involve a re-adjustment of the Imperial and Provincial shares of the revenue.

The following table compares the respective shares as they appear in the Budget and Revised Estimates :—

	LAND REVENUE, BUDGET OF 1898-99.		LAND REVENUE, REVISED ESTIMATES OF 1898-99.	
	Imperial share.	Provincial share.	Imperial share.	Provincial share.
	Rx.	Rx.	Rx.	Rx.
Distribution according to Provincial Settlement . . . . .	16,237,900	11,330,300	16,264,300	11,415,100
Add or Deduct— Special contribution in aid of Plague and Famine expenditure and of General Re- sources of Provincial Governments . . . . .	—150,000	+ 150,000	—1,129,300	+ 1,129,300
Distribution according to Estimates . . . . .	16,087,900	11,480,300	15,135,000	12,544,400

The contribution of Rx. 150,000 entered in the Budget Estimate of 1898-99 includes Rx. 80,000 granted to Assam in aid of expenditure incurred on the repair of Earthquake damages, and Rx. 70,000 to Bombay in aid of Plague expenditure. The amount in the Revised, Rx. 1,129,300, is made up as follows :—

	Rx.
General contribution in aid of Provincial resources as stated in paragraph 66 of this Statement . . . . .	700,000
Special contribution in aid of Earthquake expenditure in Assam . . . . .	80,000
Special contribution in aid of Plague expenditure by Local Bodies in Bengal . . . . .	20,000
Special contribution in aid of Famine and Plague expenditure in Madras (Provincial and Local) . . . . .	50,700
Special contribution in aid of Famine and Plague expenditure in Bombay . . . . .	278,600
<b>TOTAL</b> . . . . .	<b>1,129,300</b>

1898-99.  
Opium Revenue.

93. The receipts from Opium in Bengal are likely to exceed the estimate by Rx. 264,500, the bulk of which represents the difference between Rs. 1,000 a chest, the price assumed in the Budget for Bengal Opium, and Rs. 1,055, the average actually realised. At the same time the quantity sold during the last three months of the year has risen by 450 chests, representing an increase in revenue of Rx. 51,600. More favourable conditions in the China market, aided by the reduction of the pass-duty on Malwa Opium from Rs. 600 to Rs. 500 per chest, which took place in October 1897, seem to have brought about a substantial recovery of the trade, though the exports have as yet hardly returned to the



level at which they stood before the great decline of 1896-97 and 1897-98. The result is an increase in the receipts over the estimate of Rx. 84,000.

94. Of the increase of Rx. 319,200 under Salt, the sum of Rx. 215,000, which <sup>1898-99.</sup> has been realised in Madras, represents mainly the recovery of revenue deferred Salt Revenue. under the credit system from the previous year. The revenue brought to account during the year has probably also been to some extent enhanced by the fact that the rise in the price of Government paper during the last few months has tended to discourage resort to the credit system and to stimulate cash sales.

The receipts of the Northern India Salt Department show an increase of Rx. 52,200 due partly to normal development, but mainly to the revival of trade in Kohat salt consequent on the pacification of the frontier.

95. An increase of Rx. 23,200 in Bengal is due to the receipts under Local <sup>1898-99.</sup> having been under-estimated in the Budget. In the North-Western Provinces Provincial Rates. Rx. 17,100 and in Madras Rx. 22,900 have been added in the collection of arrears, and in Bombay the increase of Rx. 17,600 has followed the rise in Land Revenue.

96. Of the rise of Rx. 307,900 under Customs, Rx. 199,100 occurs in Burma, <sup>1898-99.</sup> —Rx. 66,200 under Imports, chiefly Manufactured Articles, Liquors, and Articles Customs Revenue. of Food and Drink, and Rx. 130,000 under Export Duty on Rice. Bengal accounts for Rx. 105,000 distributed over Articles of Food and Drink, Silver Bullion and Coin, Oils, and Liquors; and Bombay shows Rx. 37,000 comprising considerable increases under Oils, Liquors, Silver Bullion and Coin, Articles of Food and Drink, and Excise on Cotton Goods, and substantial decreases under Manufactured Articles and Import Duty on Cotton Goods. A decline of Rx. 34,200 in Madras occurs under Spirits and Liquors, Imported Cotton Goods, and Miscellaneous Exports.

97. The increase of Rx. 102,400 under Forests is made up of a rise of <sup>1898-99.</sup> Rx. 199,500 in Burma, mainly due to the large demand for, and high market value Forest Revenue. of teak timber, which has added Rx. 111,500 to the royalty paid by the Bombay-Burma Trading Corporation for the forests from which they derive their supplies. The increase also includes a sum of Rx. 12,000 paid by the same Company in connection with mal-practices committed by their employés. A reduction of Rx. 71,400 in Bombay is ascribed to the depression in trade caused by the continuance of plague, and to the smaller demand for locomotive fuel in Sind and for forest produce in general.

98. The increase of Rx. 102,100 under Miscellaneous Revenue includes one <sup>1898-99.</sup> sum of Rx. 57,400 recovered from the Burma Railway Company for the value of Miscellaneous. work done by famine labour on the Meiktila-Myingyan Railway, and another of Rx. 37,500 realised in Madras by the sale of cloth manufactured at Government expense during the recent famine in order to afford relief to weavers in distress.

99. The great rise of Rx. 884,200 in Railway Revenue in India is mainly <sup>1898-99.</sup> due to the general development of traffic of all kinds which results directly and Railway Revenue. indirectly from the opening of new sections of line, and to the large export of grain which was rendered possible by the harvesting of good winter crops. The more important increases occur on the following lines:—

	Rx.
North-Western . . . . .	310,000
Great Indian Peninsula (net) . . . . .	416,000
Bombay, Baroda and Central India (net) . . . . .	210,000
East Indian . . . . .	200,000
Rajputana-Malwa . . . . .	160,000

and the more important decreases on the following :—

	Rx.
Eastern Bengal . . . . .	110,000
Southern Mahratta . . . . .	115,000
South Indian . . . . .	70,000
Mysore . . . . .	55,000
East Coast, including Bezwada-Madras . . . . .	60,000
Madras (net) . . . . .	55,000

The reduction on the Eastern Bengal State Railway was due to a short jute crop, and that on the Railways in Southern India to the effect of plague on the passenger traffic. The falling-off on the East Coast Railway was caused by delay in opening the Bezwada-Madras Section.

100. The increase of Rx. 193,200 in Irrigation Revenue is distributed as follows :—

	Rx.
North-Western Provinces and Oudh . . . . .	56,200
Punjab . . . . .	120,800
Other Provinces . . . . .	16,200

In the North-Western Provinces the area irrigated during the past *Kharif* season was larger than had been anticipated. A similar expansion of irrigation occurred on the Bari Doab, Sirhind, and Swat River Canals in the Punjab and on the Deccan and Guzarat Canals in Bombay, while in Sind a better supply of water produced an enhanced demand. The receipts were also raised by the recovery of outstanding balances on the Western Jumna Canal and in the Deccan and Guzarat.

101. The only decrease of any moment in the revenue of the current year occurs under the head of Telegraph Receipts, which show a falling-off of Rx. 154,800 made up as follows :—

	Rx.
Indian Telegraph . . . . .	114,400
Indo-European Telegraph . . . . .	40,400

The falling-off under the former head is due partly to the cessation of military operations on the North-West Frontier, but chiefly to the fact that, since the practice of delivering deferred telegrams by hand instead of sending them by post has been introduced, this class of message has gained greatly in popularity, and has to a considerable extent taken the place formerly occupied by ordinary and urgent messages. The decline in the Indo-European receipts occurs in the message traffic with the Indian Telegraph Department transferred at Karachi.

102. The more important increases of expenditure in India are :—

	Rx.
Medical . . . . .	327,800
State Railways: Working Expenses . . . . .	106,100
Guaranteed Companies: Surplus Profits, Land, and Supervision . . . . .	106,100
Mint . . . . .	49,000

103. The large increase under Medical is due to the impossibility of making an accurate forecast of the expenditure required to guard against the spread of the plague in new directions, and to combat the disease where it has once become established. The cost of these operations continues to be far heavier in Bombay than elsewhere, and out of the total increase of Rx. 327,800 in the expenditure entered under Medical no less than Rx. 268,200 has been incurred in that province. The following statement gives an estimate of the cost in each province under Imperial, Provincial, and Local heads of the preventive and remedial

1898-99.  
Irrigation  
Revenue.

1898-99.  
Telegraph  
Revenue.

1898-99.  
Increases of  
Expenditure  
in India.

1898-99.  
Medical Expendi-  
ture.



measures undertaken in 1896-97, 1897-98, 1898-99, and contemplated in 1899-1900:—

*Statement of direct and indirect expenditure connected with the plague under the various heads of Accounts for the years 1896-97, 1897-98, 1898-99, and 1899-1900.*

	India.	Central Provinces.	Bengal.	North- Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
<i>Accounts, 1896-97.</i>	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
3.—Land Revenue . . . . .	...	...	...	...	...	...	100	100
18.—General Administration . . . . .	...	...	...	...	...	...	3,100	3,100
19A.—Courts of Law . . . . .	...	...	...	200	...	...	200	400
19B.—Jails . . . . .	...	...	100	...	...	...	...	100
20.—Police . . . . .	...	...	...	100	...	...	900	1,000
24.—Medical . . . . .	...	200	4,300	500	200	...	13,800	19,000
<b>TOTAL</b> . . . . .	...	200	4,400	800	200	...	18,100	23,700
<i>Accounts, 1897-98.</i>								
3.—Land Revenue . . . . .	...	...	...	300	600	...	2,100	3,000
5 and 7.—Salt and Excise . . . . .	...	...	...	...	...	...	100	100
9.—Customs . . . . .	...	...	...	...	...	...	600	600
11.—Forest . . . . .	...	...	...	...	...	...	100	100
18.—General Administration . . . . .	4,100	...	...	...	100	...	9,300	13,500
19A.—Law and Justice, Courts of Law . . . . .	...	...	...	700	300	200	700	1,900
20.—Police . . . . .	200	...	1,500	1,100	1,000	100	12,800	16,700
22.—Education . . . . .	...	...	...	...	...	...	100	100
24.—Medical . . . . .	6,100	6,000	30,700	23,800	13,400	6,400	210,600	297,000
25.—Political . . . . .	...	...	...	...	...	...	100	100
30.—Stationery and Printing . . . . .	...	...	...	...	...	...	1,200	1,200
45.—Civil Works . . . . .	...	...	...	...	...	...	14,300	14,300
<b>TOTAL</b> . . . . .	10,400	6,000	32,200	25,900	15,400	6,700	252,000	348,600
<i>Revised Estimates, 1898-99.</i>								
3.—Land Revenue . . . . .	...	...	...	300	6,300	500	1,700	9,000
5 and 7.—Salt and Excise . . . . .	...	...	...	...	...	100	...	100
9.—Customs . . . . .	...	...	...	...	...	...	800	800
15.—Post Office . . . . .	...	...	...	...	...	100	...	100
18.—General Administration . . . . .	2,900	...	...	...	100	400	10,400	13,800
19A.—Law and Justice—Courts of Law . . . . .	...	...	...	300	2,400	100	700	3,500
20.—Police . . . . .	700	...	4,000	7,000	9,500	600	16,800	38,600
24.—Medical . . . . .	16,000	17,200	15,600	19,800	29,600	56,500	354,200	508,900
25.—Political . . . . .	...	...	...	...	...	...	300	300
30.—Stationery and Printing . . . . .	600	...	...	...	...	...	1,400	2,000
45.—Civil Works . . . . .	...	...	...	...	...	...	3,800	3,800
<b>TOTAL</b> . . . . .	20,200	17,200	19,600	27,400	48,100	58,300	390,100	580,900
<i>Budget Estimate, 1899-1900.</i>								
3.—Land Revenue . . . . .	...	...	...	...	...	4,100	1,100	5,200
5 and 7.—Salt and Excise . . . . .	...	...	...	...	...	700	...	700
9.—Customs . . . . .	...	...	...	...	...	...	400	400
15.—Post Office . . . . .	...	...	...	...	...	100	...	100
18.—General Administration . . . . .	1,700	...	...	...	...	400	10,500	12,600
19A.—Law and Justice, Courts of Law . . . . .	...	...	...	...	...	400	...	400
20.—Police . . . . .	1,400	...	8,800	5,000	...	2,900	13,800	31,000
24.—Medical . . . . .	223,500	17,800	5,000	20,800	5,500	139,100	152,000	508,700
25.—Political . . . . .	...	...	...	...	...	...	100	100
30.—Stationery and Printing . . . . .	1,000	...	...	...	...	...	1,500	2,500
<b>TOTAL</b> . . . . .	227,600	17,800	13,800	25,800	5,500	147,700	179,400	617,600
<b>GRAND TOTAL, FOUR YEARS . . . . .</b>	258,200	41,200	70,000	79,900	69,200	212,700	839,600	1,570,800

104. The Statement illustrates the gradual spread of plague since its first appearance in Bombay in 1896-97. In that year the measures undertaken to check the progress of the disease cost Rx. 23,700, of which Rx. 18,100 was spent in the area where it was actually prevalent, the balance representing outlay on railway inspection and similar measures designed to guard against its extension to provinces not then infected. In 1897-98 the total expenditure rose to Rx. 348,600, including Rx. 252,000 in Bombay and Sind. In addition to this, Bengal devoted Rx. 32,200 to the development of protective measures on lines of railway and to watching arrivals from infected areas; the North-Western Provinces and Oudh spent Rx. 25,900 in suppressing the outbreak of plague at Hardwar; and the Punjab spent Rx. 15,400 on preventive operations in the districts of Jullundur and Hoshiarpur. In 1898-99 there was a further increase of the total expenditure, as shown in the Revised Estimate, to Rx. 580,900, including Rx. 390,100 in Bombay, Rx. 58,300 in Madras where the plague has appeared in several districts, Rx. 48,000 in the Punjab, Rx. 27,400 in the North-Western Provinces, Rx. 19,600 in Bengal where protective arrangements were maintained and an outbreak occurred in Calcutta, and Rx. 20,200 under India General which includes the cost of combating the outbreak in Bangalore.

105. The estimate for next year amounts to Rx. 617,600, and provides for an increase of expenditure in Madras from Rx. 58,300 to Rx. 147,700; while the charges in Bombay are taken at Rx. 179,400, or Rx. 210,700 less than the Revised figures of the current year. A provision of Rx. 209,500 has been made under India General in order to meet requirements which cannot now be foreseen.

106. During the four years covered by the Statement the total expenditure by Government and District Funds in India amounts to Rx. 1,570,800, to which must be added £22,560 (including Exchange Rx. 34,862) spent in England on payments to doctors and nurses engaged for service in India. Even where plague itself has not appeared the necessity of maintaining inspection camps on the chief lines of communication imposes a severe burden on Provincial finances and strains the resources of the medical staff. The Statement takes no account of the heavy expenditure incurred by Native States and Municipalities except in so far as it includes grants made by the Bombay Government in aid of municipal outlay on plague.

The expenditure from the Home Treasury on account of pay, passage, etc., of medical officers and lady nurses in each of the four years has been or will be as follows:—

	Sterling. £	Exchange. Rx.	Total. Rx.
1896-97 . . . . .	1,013	669	1,682
1897-98 . . . . .	11,247	6,333	17,580
1898-99 (Revised) . . . . .	5,300	2,700	8,000
1899-1900 (Budget) . . . . .	5,000	2,600	7,600
TOTAL . . . . .	22,560	12,302	34,862

1898-99.

State Railways:  
Working Expenses.

107. The rise in the Working Expenses of State Railways represents for the most part the cost of earning the increased revenue mentioned in paragraph 99 above. It is due chiefly to the heavier traffic worked, the greater lengths of mileage open, and to more extensive renewals of stock and permanent-way. Some lines have also had to provide for special repairs of the damage caused by the earthquake of 12th June 1897 and by floods. The more important increases occur on the following Railways:—

	Rx.
East Indian . . . . .	190,000
Rajputana-Malwa . . . . .	90,000
Assam-Bengal . . . . .	36,000



These are, however, to some extent counterbalanced by a decrease in the Working Expenses of the other lines noted below:—

	Rx.
North-Western . . . . .	100,000
East Coast, including Bezwada-Madras . . . . .	40,000
Southern Mahratta . . . . .	35,000
Mysore . . . . .	23,000
Oudh and Rohilkhand . . . . .	20,000

108. The increase of expenditure under Surplus Profits, Land, and Supervision is made up of an increase under Surplus Profits of Rx. 197,200 and a decrease under Land and Supervision of Rx. 91,100. Under the former head no provision was made in the Budget Estimate for the payment of surplus profits to the Madras Railway Company, and the goods earnings of the Bombay, Baroda and Central India and the Great Indian Peninsula were under-estimated. The charges under Land and Supervision are reduced owing to less land being taken up for the Calicut-Cannanore Branch in Madras and certain minor lines in Bombay than had been originally expected.

109. The increase in Mint expenditure occurs partly under temporary establishment and overtime allowances for the recoinage of Bhopal and Kashmir rupees—an outlay more than counterbalanced by an increase in the Mint receipts. But the major portion of the increase is due to a loss of Rx. 40,000 on copper coinage in 1898-99. The gain or loss on copper coinage represents the difference between the face value of the coins actually put into circulation and the cost of making and distributing them. Of the enormous quantity of copper coin issued in the famine years for relief payments, a large proportion is now returning from circulation because it is in excess of the normal requirements of the people. The Estimate provides for the resulting loss on the coins so returned.

110. The more important decreases of expenditure occur under the following heads:—

	Rx.
Land Revenue . . . . .	59,600
Opium . . . . .	305,200
Salt . . . . .	53,400
Education . . . . .	60,300
Political . . . . .	83,000
Subsidised Railway Companies: Land and Subsidy . . . . .	81,200
Civil Works . . . . .	208,500
Army . . . . .	518,600

111. The decrease of Rx. 59,600 under Land Revenue occurs for the most part under the heads of Salaries, Exchange Compensation Allowance, Establishments, and Savings under Survey and Settlement in the North-Western Provinces, the Punjab, and Burma. The decrease of Rx. 15,400 in Madras is mainly under Local, and arises from delay in giving effect to a scheme for raising the pay of village accountants.

112. Under Opium the reduction of Rx. 305,200 in the estimated expenditure is almost wholly under Payments to Cultivators, which vary from year to year with the yield of the crop. The greater part of it occurs in Behar, where the sums likely to be required seem to have been greatly over-estimated.

113. Of the decline of Rx. 53,400 under Salt, Madras accounts for Rx. 25,100, more than half of which is under the Purchase and Freight of Salt. A decrease of Rx. 12,500 in Bengal is due to the whole of the Preventive Staff sanctioned for Orissa not having been appointed during the year. A similar decline in the expenditure of the Northern India Salt Department is due to smaller payments of salaries, reduction of charges for manufacture, and to the abolition of the Indus Preventive Line.

1898-99.  
Education  
Expenditure.

114. The decline of expenditure on Education is largest in Bengal (Rx. 17,200), owing to the charges on account of salaries being over-estimated, and in Bombay (Rx. 12,700) where the outlay was affected by the prevalence of plague.

1898-99.  
Political  
Expenditure.

115. Of the reduction of Rx. 83,000 under Political Expenditure, more than half is due to the subsidy to the Amir of Kabul not having been drawn in full. An apparent saving is also caused by the charges for the escort of the Burma-China Boundary Delimitation Commission being adjusted in the Military Accounts.

1898-99.  
Subsidised  
Railway Com-  
panies : Land and  
Subsidy.

116. The decrease in the payments to Subsidised Railway Companies occurs wholly in the item of land, and is due to the programme of the year not having been worked up to in the case of the Bengal and North-Western, Bhagalpur-Baidyanath, Mymensingh-Jamalpur, Amritsar-Sarhali, Jullundur-Hoshiarpur, and several other Railways.

1898-99.  
Civil Works.

117. Of the entire saving of Rx. 208,500 anticipated under the head of Civil Works, Rx. 118,800 occurs in the Local Section of the Estimates, and is due partly to the failure of District Boards to work up to their estimates, and partly to the estimates themselves having been revised in Bombay and Madras in order to provide funds for plague purposes. The former cause accounts for differences of Rx. 35,000 in Bengal, Rx. 21,400 in the North-Western Provinces and Oudh, and Rx. 12,400 in Burma; and the latter for decreases of Rx. 26,100 in Bombay, and Rx. 22,000 in Madras.

In the Provincial Section the savings amount to Rx. 69,600, of which the North-Western Provinces and Oudh contribute Rx. 9,000, Bombay Rx. 13,500, and Madras Rx. 18,400. In the North-Western Provinces the decrease is due partly to expenditure proceeding at a slower rate than was expected, and partly to the transfer of the Ghazipur Steam Ferry to the Bengal and North-Western Railway. In Bombay grants were reduced on general financial grounds after the Budget was passed, and in Madras savings were caused by a transfer to the Educational Department and by the non-payment of grants to Municipalities for water-supply projects.

1898-99.  
Army  
Expenditure.

118. The large decrease of Rx. 518,600 in Army Expenditure in India comprises the following important reductions:—

	Rx.
Military operations and special services due to the demobilisation of the Tirah Expeditionary Force in April 1898, and the substitution of the Khyber Brigade with moveable column for the Khyber Force as originally constituted . . . . .	291,100
Saving on Exchange Compensation Allowance owing to the rise in exchange . . . . .	41,200
Reduced expenditure under Army and Garrison Staff and Regimental Pay and Allowances with reference to recent actuals . . . . .	24,500
Saving arising from the short strength of the Army . . . . .	55,700
Saving on account of Troops serving in East Africa and Mauritius and charged to the Imperial Government . . . . .	33,400
Transfer to the Civil Estimates of charges for the pay of officers on plague duty . . . . .	24,100
Lapse of provision for increase of Commissariat-Transport Officers . . . . .	20,000
Reduced price of food and forage . . . . .	65,000



119. One cause of saving which affects not only Army Expenditure, but most of the important heads of Expenditure in India, is the rise in the rate of exchange, on the basis of which the Exchange Compensation Allowances have been calculated. The average rate assumed in the Budget Estimate of 1898-99 for this calculation was  $15\frac{1}{2}d.$ ; but the four quarterly rates with reference to which the allowances have been actually paid are  $15\frac{3}{8}d.$ ,  $15\frac{3}{4}d.$ ,  $15\frac{7}{8}d.$ , and  $15\frac{1}{2}d.$ , yielding an average for the whole year of  $15\frac{5}{8}d.$  The consequent saving amounts to Rx. 119,000.

1898-99.  
Exchange  
Compensation  
Allowances.

120. The Sterling receipts are expected to exceed the Budget Estimate by £44,200. The three important items composing this increase are: £18,000 under Interest on temporary investments of Cash Balance, the rates of interest realised being higher; £9,000 representing larger miscellaneous receipts connected with the supply of stores to India; and £10,400 under Army receipts, mainly in connection with the Indian Troop Service and other effective services.

1898-99.  
Revenue in  
England.

121. The Sterling expenditure is expected to be less than the Budget Estimate by £151,100. The important variations comprising this difference are (1) a reduction of £83,300 in the charge for interest on loans; (2) a saving of £145,200 in the Army effective and non-effective charges; and (3) increases of £36,300 and £24,400, respectively, under Civil Furlough Allowances and Military Works.

1898-99.  
Expenditure in  
England.

The Interest charges are less by £83,300, of which £35,400 represents a decrease in interest on India  $2\frac{1}{2}$  per cent Stock owing to the loan this year not having been issued so early as was expected; £44,900 comes under reduction in interest on India Bills, due to a smaller amount of Bills being issued; while in addition to these savings, £10,000 provided to meet interest on temporary loans from the Bank of England was not required. On the other hand, the discount on the loan of £6,000,000 India  $2\frac{1}{2}$  per cent Stock issued in July 1898 amounted to £702,300. As this sum is exceptionally large, it has been decided to depart from the usual practice of entering the whole of it as a charge on the Revenue of the year, and to reduce the amount of debt incurred in excess of the money actually raised by means of a Discount Sinking Fund spread over 50 years, the rate of interest adopted in the calculation for the Sinking Fund being  $2\frac{1}{2}$  per cent. A sum of £7,000 has accordingly been entered in the Revised Estimate as the first investment towards this Sinking Fund.

As regards Army charges, the reduction in the demands for stores—mainly Ordnance stores—amounted to £105,000, and the payments for pay and pensions of non-effective and retired officers of the Indian Service and for furlough allowances of officers of that service are expected to be less than the Estimate by £88,000. On the other hand, arrear payments of £34,500 due to the War Office for effective and non-effective Army charges of the year 1897-98 have been made in the current year; there has also been an excess charge of £17,000 under the head of Troop Service.

The payments for Civil Furlough and Absentee Allowances have exceeded the Estimates owing to the exceptionally large number of officers on furlough, and the demands for stores required for the Bangalore Water-works have swelled the expenditure on account of Military Works.

122. The net charge for Exchange on Sterling expenditure is less than in the Budget Estimate by Rx. 1,074,900. The net Sterling expenditure is less by £195,300, and the Exchange on this difference at the rate of £1 = R 15.6, the rate of the Budget Estimate, is Rx. 109,400, which is the saving in Exchange due to the decrease in Sterling payments. The direct saving from the rise in the rate of Exchange from £1 = R 15.6 to £1 = R 15 is, therefore, Rx. 965,500.

1898-99.  
Exchange.

## Section III.—Budget Estimate of 1899-1900.

1899-1900.  
Statement of the  
gross figures.

123. The following is a general comparison of the Budget Estimate of 1899-1900 with that of 1898-99:—

		1898-99.	1899-1900.	1899-1900, better.	1899-1900, worse.
<b>REVENUE.</b>					
India . . . . .	Rx.	98,791,700	101,615,900	2,854,200	
England . . . . .	£	188,300	207,100	18,800	
Exchange . . . . .	Rx.	105,400	108,500	3,100	
<b>TOTAL</b> . . . . .	Rx.	99,085,400	101,961,500	2,876,100	
<b>EXPENDITURE.</b>					
<b>India—</b>					
Imperial, Provincial, and Local	Rx.	72,610,100	73,762,600		1,152,500
Adjustment of Provincial and Local Surplus or Deficit . . . . .	Rx.	—116,800	—924,700	807,900	
<b>NET</b> . . . . .	Rx.	72,493,300	72,837,900		344,600
England . . . . .	£	16,474,800	16,531,600		56,800
Exchange . . . . .	Rx.	9,225,900	8,659,400	566,500	
<b>TOTAL</b> . . . . .	Rx.	98,194,000	98,028,900	165,100	
<b>SURPLUS</b> . . . . .	Rx.	891,400	3,932,600	3,041,200	

1899-1900.  
Main features.

124. The year opens with fair promise. Except in limited areas in the Central Provinces and the Punjab the agricultural prospects are good, and the bulk of the population have returned to the standard of living which prevailed before the scarcity compelled them to reduce their consumption of all but absolute necessities. An expansion is accordingly looked for under all the principal heads of Revenues, except Registration fees, which are really payments for services rendered; and Railway receipts, which are a good test of general prosperity, are expected to show a corresponding increase. The only serious rise of expenditure is in the medical charges connected with the plague: the other increases represent improvements of administration, or outlay required to earn increased revenue.

1899-1900.  
General Results.

125. The Revenue in India is expected to exceed the estimated receipts of 1898-99 by Rx. 2,854,200, while the Expenditure, after allowing for the adjustment of Provincial and Local surpluses or deficits, will be increased by Rx. 344,600. In England an improvement of £18,800 in Revenue is anticipated against a rise in Expenditure of £56,800. At the same time the net charge for exchange will be reduced by Rx. 569,600, so that the combined account works out to a surplus of Rx. 3,932,600, being Rx. 3,041,200 in excess of the estimated surplus of 1898-99.

1899-1900.  
Increases of Re-  
venue in India.

126. The following are the most important increases of Revenue in India:—

Land Revenue . . . . .	73,700
Opium . . . . .	673,900
Excise . . . . .	60,900
Provincial Rates . . . . .	91,500
Customs . . . . .	58,200
Assessed Taxes . . . . .	55,900
Forest . . . . .	55,100



## Railways—

State, Gross Receipts . . . . .	854,500
Guaranteed, Net Traffic Receipts . . . . .	768,500

## Irrigation—

Major Works—Direct Receipts . . . . .	139,800
Land Revenue due to Irrigation . . . . .	71,100

127. The growth of Land Revenue is most marked in Burma, where 1899-1900.  
 Rx. 107,900 is expected to accrue from revision of assessments and increase in Land Revenue.  
 cultivation. In the North-Western Provinces and Oudh Rx. 110,300 will be gained  
 by enhancements of revenue resulting from the regular revision of settlements.  
 An increase of Rx. 34,300 in the Central Provinces is due to provision having  
 been made for the recovery of famine arrears. Decreases of Rx. 113,500 in  
 Madras and of Rx. 25,400 in Bombay are caused by the reduction of the arrear  
 balances which swelled the receipts in the current year added in the latter case to  
 a less favourable inundation in Sind.

128. The Estimate anticipates an increase of Rx. 587,300 in the Opium Rev- 1899-1900.  
 enue in Bengal. Prices show an almost unbroken rise throughout the past year; Opium Revenue.  
 the average per chest has gone up from Rx. 1,023 in 1897-98 to Rx. 1,055 in the cur-  
 rent year and the price realised at the sale of March 1899 is Rx. 1,149 against Rx. 948  
 at the same time a year ago. Rx. 1,100 has accordingly been taken as the average  
 price for the ensuing year. In Bombay it is assumed that the revival of the trade  
 in Malwa Opium, which has followed on the reduction of duty, will continue un-  
 abated, and that the number of chests exported will be the same as in the current  
 year. On this basis an increase in revenue of Rx. 84,000 is looked for.

129. The Excise Revenue has been slow to recover from the depression 1899-1900.  
 caused by the famine, and the Estimate anticipates only the moderate Excise Revenue.  
 increase of Rx. 60,900. To this the North-Western Provinces and Oudh con-  
 tributes Rx. 67,500 due to the normal growth of revenue and to the introduction of  
 administrative reforms, while Burma, Bengal, and Bombay look forward to increases  
 of about Rx. 25,000 apiece. On the other hand, the actuals of the current year  
 in Madras point to a decline in revenue which is estimated at Rx. 110,000.

130. Of the increase of Rx. 91,500 under Provincial Rates, Bengal contributes 1899-1900.  
 Rx. 38,700 arising from the completion of revaluations in the Districts of Dinaj- Provincial Rates.  
 pur and Backerganj. In Madras an increase of Rx. 21,600 is looked for from  
 Village Service Funds.

131. In Bengal an increase of Customs Revenue, amounting to Rx. 55,000, 1899-1900.  
 is anticipated, mainly under Liquors, Articles of Food and Drink, and Silver Customs Revenue.  
 Bullion and Coin. In Burma an aggregate improvement of Rx. 51,200 is ex-  
 pected under Export Duty on Rice and various heads of Import Duty, specially  
 Liquors, Articles of Food and Drink, and Manufactured Articles. The Estimate  
 for Madras shows a decline of Rx. 34,200, chiefly under Liquors, Imported Cotton  
 Goods, and Exports.

132. The increase under the head of Assessed Taxes is largest in Bengal 1899-1900.  
 (Rx. 25,000) and in Madras (Rx. 15,000), and is due to progressive revision of the Assessed Taxes.  
 assessments and to general improvement in the administration of this head of revenue.

133. An increase of Rx. 69,700 under Forest Revenue anticipated in Burma 1899-1900.  
 really represents a decline from the abnormal receipts for which credit has been Forest Revenue.  
 taken in the Revised Estimates. The demand for teak at the present high prices  
 is expected to fall off; the Bombay-Burma Trading Corporation will reduce their  
 exports of timber from the Pyinmana forests, and the revenue obtained in the form  
 of royalty will be diminished in proportion.

1899-1900.  
Railway Revenue.

134. The Railway Revenue of the coming year is estimated at Rx. 1,623,000 in excess of the amount taken in the Budget of 1898-99. The forecast is justified by the excellent promise of the spring crops and by the additional mileage likely to be opened for traffic during the year.

1899-1900.  
Irrigation Revenue.

135. The Estimate of Irrigation Direct Receipts for 1899-1900 is based upon the normal expectations of Revenue, and anticipates a falling-off from the exceptionally high returns indicated by the Revised Estimate of the current year. As compared with the Budget of 1898-99, it provides for an increased Revenue of Rx. 139,800, which includes an increase of Rx. 80,200 in the Revenue from the Canals in the Punjab, and Rx. 54,100 from Canals in the North-Western Provinces and Oudh, due in each case to the growth of the demand for canal irrigation.

1899-1900.  
Decrease of Revenue.

136. The only important decrease of Revenue in India occurs under Telegraph Receipts, which show a falling off of Rx. 130,400 as compared with the Budget of 1898-99. This, however, represents an advance of Rx. 24,400 on the Revised Estimate of the current year, and indicates that the growth of operations in India is overtaking the decrease of Revenue brought about for the time being by the cessation of military operations, the extended use of deferred messages, and the falling-off in the Indo-European message traffic transferred at Karachi.

1899-1900.  
Decreases of Expenditure.

137. The chief reductions in Expenditure in India occur under the following heads:—

	Rx.
Army Services . . . . .	1,171,500
Interest on Ordinary Debt . . . . .	202,000
Famine Relief . . . . .	79,400
Construction of Protective Railway . . . . .	178,300

1899-1900.  
Army Expenditure.

138. The following are the principal causes which have contributed to bring about the important decrease of Rx. 1,171,500 in Army charges:—

	Rx.
Reduction of Military Operations and Special Services . . . . .	1,176,500
Saving under pay of British troops due to exchange being taken at 1s. 4d. instead of 1s. 3½d. the rupee . . . . .	120,000
Saving in Exchange Compensation . . . . .	20,800
Saving under Regimental Pay and Allowances . . . . .	45,000
Fall in the prices of food-supplies . . . . .	60,000
Saving due to the cost of the 1st Bengal Infantry stationed at Mauritius being debited to Her Majesty's Government . . . . .	21,200
	<u>1,443,500</u>

Against the above important decreases in expenditure the following increases are provided for:—

Provision of messing allowance made for the whole year instead of for part only as in 1898-99 . . . . .	114,600
Smaller deduction in India on account of excess provision in the Home Estimates . . . . .	48,300
Mobilisation Equipment of the additional corps included among the extra units of the field Army . . . . .	39,500
Reserve of compressed fodder to facilitate mobilisation operations . . . . .	37,600
Re-establishment of Cantonment Hospitals . . . . .	20,700
	<u>260,700</u>



139. As was explained in last year's Financial Statement, the decrease of Interest charges represents for the most part the interest on the difference between the Capital Expenditure on Railways and Protective Works and ordinary loans contracted in India. 1899-1900.  
Interest on Debt.

140. Except in a small portion of the Central Provinces where the people have not yet recovered from the famine of 1897-98, and in the South eastern districts of the Punjab where both the *khari* and the *rabi* have suffered from want of rain and the area protected by irrigation is small, the prospects of the coming year are excellent, and it has not been found necessary to make any substantial provision for the relief of scarcity. Out of Rx. 85,000 provided last year to meet the probable wants of certain districts in Madras where the cold weather rains had partially failed, only Rx. 1,700 was spent and the small sum of Rx. 5,700 now entered is almost entirely intended to meet the possible requirements of Hissar and the neighbouring districts of the Punjab. 1899-1900.  
Famine Relief.

141. The Budget Estimate of 1898-99 provided Rx. 668,300 for outlay on the construction of Protective Railways, and this was raised during the year to Rx. 695,400 distributed as follows:— 1899-1900.  
Construction of  
Protective  
Railways.

	Rx.
East Coast Railway . . . . .	60,000
Bezwada-Madras . . . . .	669,400
Godavari Bridge . . . . .	166,400
Guntakul-Mysore . . . . .	— 400
South Indian . . . . .	— 200,000
	<hr/>
	695,400

For the coming year the Expenditure has been placed at Rx. 490,000 allotted to—

	Rx.
East Coast Railway . . . . .	40,000
Bezwada-Madras . . . . .	30,000
Godavari Bridge . . . . .	200,000
South Indian . . . . .	50,000
Madura-Paumben . . . . .	100,000
Tinnevelly-Quilon . . . . .	70,000
	<hr/>
	490,000

If to this latter sum be added Rx. 370,400, being the net charge for the Indian Midland and Bengal-Nagpur, two Protective Railways constructed by Companies; Rx. 603,900 set apart for Reduction of Debt; Rx. 30,000 allotted for Protective Irrigation Works; and Rx. 5,700 for the relief of distress, the resulting total makes up the sum of Rx. 1,500,000 set apart for expenditure on Famine Insurance.

142. The rate of exchange assumed in the Budget Estimates for 1899-1900 for the purpose of calculating Exchange Compensation Allowances is 15½d. the rupee, and the total saving under the various heads of Expenditure affected by this item of charge, amounts to Rx. 56,400. 1899-1900.  
Exchange  
Compensation  
Allowances.

1899-1900.  
Increases of  
Expenditure in  
India.

143. The chief increases of Expenditure in India anticipated in the Budget occur under the following heads :—

	Rx.
3.—Land Revenue . . . . .	65,600
Police . . . . .	102,600
Medical . . . . .	463,000
Reduction of Debt . . . . .	278,100
State Railways :	
Working Expenses . . . . .	276,500
Interest on Debt . . . . .	98,900
Guaranteed Companies :	
Surplus Profits, Land, and Supervision . . . . .	250,700
Irrigation, Minor Works and Navigation . . . . .	51,500
Military Works . . . . .	163,800
Civil Buildings and Roads . . . . .	648,700

1899-1900.  
Land Revenue  
Charges.

144. The Madras Estimate under 3.—Land Revenue includes an increase of Rx. 38,700 mainly intended to provide for a long standing scheme for the improvement of the position of Taluk Gomastahs, for the revision of Village Establishments, and the extension of Survey and Settlement. In Burma the charges of District Administration are being raised by Rx. 27,800 to meet the increased demands of a young Province with a growing Revenue.

1899-1900.  
Police Charges.

145. In Bengal an addition of Rx. 30,200 has been allotted under Police charges for improving the investigating staff of the District Police, and for strengthening the force in Calcutta. A provision of Rx. 27,200 has been made in the North-Western Provinces for adding to the number of Assistant District Superintendents and introducing reforms in the Rural Police System of Oudh. There are also smaller increases in the Punjab, Madras, Bombay, and Assam due partly to plague charges and partly to the reorganisation of the force and the cost of supplying improved arms and accoutrements.

1899-1900.  
Medical Charges.

146. Every Province, except the Punjab, anticipates a rise in Medical Expenditure, the largest increases being Rx. 131,500 in Madras and Rx. 79,200 in Bombay, both mainly on account of the plague expenditure shown in detail in paragraph 103 above. As the general resources of both these Governments have been seriously reduced by famine and plague, the Government of India have as is explained above, come to their aid with contributions from Imperial Revenues. The specific contributions thus passed in the Estimates through the Land Revenue head are Rx. 64,100 in Madras, and Rx. 126,400 in Bombay. In addition to the increases shown under Provincial expenditure on plague a reserve of Rx. 209,500 has been provided under India General in order to meet any unforeseen necessities which may arise during the year.

1899-1900.  
Reduction of Debt.

147. As no necessity for the relief of Famine is anticipated and the expenditure on Protective Railways and Irrigation Works has been reduced, an additional sum of Rx. 278,100 required to make up the Famine Insurance grant to the full amount of Rx. 1,500,000 will be charged under Reduction of Debt.

1899-1900.  
State Railways.

148. The increase of Rx. 276,500 under the Working Expenses of State Railways is due to provision being made for heavier traffic, a greater length of open line, and extensive renewals of permanent-way and other works which have been left unfinished during the current year.

1899-1900.  
Railway  
Interest.

149. The increase in the Railway Interest represents the interest payable on the new capital outlay to be undertaken on Railways.

1899-1900.  
Guaranteed  
Companies.

150. The increase of Rx. 250,700 under Guaranteed Companies is accounted for by the fact that the moiety of surplus profits payable to the Bombay, Baroda and Central India Railway is estimated at Rx. 187,000 against Rx. 117,000 in



1898-99, while the amount due to the Great Indian Peninsula is expected to rise from Rx. 60,000 to Rx. 270,000. It is improbable that the Madras Railway will earn surplus profits during the coming year, but a small provision of Rx. 10,000 has been made to cover the contribution to the Provident Fund and any small amount of surplus profits that may be declared.

*Surplus Profits,  
Land, and  
Supervision.*

151. The greater portion of the increase under Minor Works and Navigation occurs in Burma and Bombay, and is due to the gradual extension of the works classified under this head.

*1899-1900.  
Minor Works and  
Navigation.*

152. The increase of Rx. 163,800 on account of Military Works includes a sum of Rx. 150,000 which has been added to the ordinary grant for Military Works in order to provide for defensive works beyond the administrative frontier of India.

*1899-1900.  
Military Works.*

153. The increase under Civil Buildings and Roads is occasioned by the fact that the greater part of the free grants made to Provincial Governments in aid of their general resources have been entered under this head with the object of rendering them available for immediate expenditure if the financial position of the Governments concerned admits of it.

*1899-1900.  
Civil Buildings  
and Roads.*

154. The increase of £18,800 in Sterling receipts in England occurs almost entirely under Army Receipts, and is due to larger receipts under the head of Indian Troop Service and larger recoveries on account of the value of clothing, accoutrements, etc., in the possession of Regiments on their transfer from the Indian to the British establishment.

*1899-1900.  
Revenue in  
England.*

155. The Sterling expenditure in England is estimated at £16,531,600 as compared with £16,474,800, the forecast for the current year.

*1899-1900.  
Expenditure in  
England.*

Of the variations which bring out this result, reduced interest payments account for £45,100. The charges on account of the Post Office are less by £17,400 owing to a more favourable adjustment of the cost of the Eastern Mail Service as between the English and Indian Post Offices.

The payments of interest on capital deposited by Railway Companies show an increase of £42,600 due to further deposits of capital made by the East Indian Railway, the Bengal-Nagpur Railway, and the Indian Midland Railway. A decline in the charges on account of the Assam-Bengal Railway is owing to the rate of interest guaranteed on the Company's share capital having been reduced from  $3\frac{1}{2}$  to 3 per cent.

The Civil Superannuation and Pension Charges show an increase of £43,300, owing to a gradual increase in the claims to pension.

Under Effective Army charges the total in 1899-1900 is about the same as in the Budget Estimate of 1898-99, but the cost of the Indian Troop Service and the Miscellaneous charges will be less by £8,000, while on the other hand, the estimate of the payments to the War Office in respect of British Forces serving in India is higher by £9,000.

Under Non-Effective Army Charges there will be a total increase of £21,000 made up of an increase in the payments to the War Office of £37,000, of small increases under Miscellaneous Pensions and other charges aggregating £4,000, and a reduction of £20,000 in the charges for pay and pensions of non-effective and retired officers of the Indian Service.

156. The charge for Exchange on the net Sterling expenditure during the coming year is less by Rx. 569,600 than in the Budget Estimate of 1898-99. The net Sterling expenditure is more than in the Estimate of 1898-99 by £38,000, and the exchange on this difference at the rate of £1=R15'6, being the rate assumed in the Budget Estimate for 1898-99, is Rx. 21,300. The direct saving from the rise in the rate of exchange from £1=R15'6 to 15'75d. the rupee, the rate taken for the coming year, amounts, therefore, to Rx. 590,900.

*1899-1900.  
Exchange.*

**Section IV.—Statements comparing the figures of the Estimates under the more important heads of Revenue and Expenditure with those of past years.**

**LAND REVENUE.**

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
	Rx.	Rx.	Rx.	Budget.	Revised.	Rx.
<b>REVENUE—</b>						
Including that due to Irrigation—						
India General . . . .	145,711	147,471	148,654	150,500	139,600	143,500
Central Provinces . . .	767,332	660,493	667,754	920,000	885,000	954,300
Burma . . . . .	2,485,004	2,396,961	2,646,270	2,657,000	2,757,800	2,764,900
Assam . . . . .	597,671	606,231	596,123	626,000	620,000	620,000
Bengal . . . . .	3,905,221	3,876,838	3,978,219	4,087,300	4,080,400	4,078,500
North-Western Provinces and Outh . . . . .	6,134,442	5,104,374	5,719,678	6,667,900	6,719,900	6,778,200
Punjab . . . . .	2,440,115	2,329,755	2,510,892	2,614,100	2,626,300	2,617,500
Madras . . . . .	5,592,141	5,250,372	5,612,878	5,856,100	5,839,400	5,784,700
Bombay . . . . .	4,954,982	4,473,802	4,767,912	4,961,300	5,000,700	4,943,400
<b>TOTAL</b>	<b>27,022,619</b>	<b>24,846,297</b>	<b>26,648,380</b>	<b>28,540,200</b>	<b>28,669,100</b>	<b>28,685,000</b>
Shown under XXIX.—Irrigation	821,664	871,808	964,738	972,000	989,700	1,043,100
Shown under I.—Land Revenue	26,200,955	23,974,489	25,683,642	27,568,200	27,679,400	27,641,900
<b>EXPENDITURE—</b>						
District Administration . .	1,875,769	1,893,376	1,944,042	1,884,000	1,868,500	1,917,800
Other Charges . . . . .	2,221,348	2,216,227	2,243,559	2,259,900	2,216,500	2,291,600
<b>TOTAL</b>	<b>4,097,117</b>	<b>4,109,603</b>	<b>4,187,601</b>	<b>4,143,900</b>	<b>4,085,000</b>	<b>4,209,400</b>

157. Throughout the period covered by the statement the Land Revenue of the area included under India General, has been below the standard of Rx. 175,000 attained in 1893-94. It escaped the influence of the famine of 1896-97, but during the present year there has been a marked drop in the revenue owing to a failure of the rains and general scarcity in Ajmir. An improvement is looked for in the coming year.

158. In the Central Provinces the whole area was affected by famine which began earlier and lasted longer than anywhere else in India. The effect on the Land Revenue was marked and extended over 1896-97 and 1897-98. Since then there has been a return of prosperity and the Revised Estimate includes Rx. 56,000 and the Budget Rx. 36,000 on account of famine arrears. Recent information shows that there has been some failure of crops in the wheat-growing areas of Saugor and Damoh, and the Budget has been framed on more cautious lines than was proposed by the local officers.

159. The Land Revenue in Burma received only a slight check in 1896-97 and then resumed its normal course of steady progress due to extension of cultivation, revision of low assessments based on provisional data, and the enhanced yield of the capitation tax which follows the growth of population in a new Province with large areas of fresh land.



160. Assam was untouched by the famine, and the figures of 1896-97 show an increase in the Land Revenue. In the following year the revenue was affected by the earthquake which reduced for the time being the tax-paying capacity of the people, while in Kamrup and Nowgong large tracts of land have been rendered uncultivable by the sand that has been thrown up. The reduction of revenue from this cause is estimated by the Chief Commissioner at not less than a lakh of rupees. Allowance has been made for this in framing the Budget of 1899-1900.

161. In Bengal the Land Revenue being permanently settled at very low rates is to a great extent beyond the reach of famine, but the calamity of 1896-97, which extended to the whole of North Behar, to a large part of Chota Nagpur and Western Bengal and to isolated tracts in Central Bengal, directly affected the rental of Government Estates where the State is itself the landlord, and reduced the recoveries of survey charges in Behar.

162. Distress in the North-Western Provinces began early and was widely diffused but the recovery of the country has been rapid. The Revised Estimate includes Rx. 440,000 on account of suspensions of revenue, and the Budget anticipates recoveries of Rx. 417,300 on this account besides Rx. 77,800 due to revision of settlements.

163. In the Punjab the revenue rose directly the famine was over, and although during the current year the estimate has not been worked up to and suspensions of revenue have been necessary in Hissar and the neighbouring districts, it is hoped that this will be counteracted by extension of cultivation along the Chenab Canal and in the Montgomery district.

164. The Revenue in Madras is improving in the manner characteristic of the Province. The balance in arrear at the close of 1896-97 has been steadily reduced and the Budget anticipates an increase of Rx. 70,900 from the resettlement of the Kistna and Godavari districts and from extension of cultivation.

165. In spite of famine and plague in Bombay arrears of revenue amounting to Rx. 250,500 have been recovered in the current year and a favourable inundation in Sindh has swelled the revenue by expanding the cultivated area. In the coming year there will be smaller arrears to collect, and the conditions in Sindh are expected to be less favourable, but Rx. 51,000 will be added to the demand by revision of settlements.

#### OPIUM.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
<b>Revenue—</b>						
Bengal—Sale of Opium . . .	5,240,349	4,850,352	3,991,048	3,900,000	4,164,000	4,488,000
Bombay—Pass Fees . . .	1,635,967	1,334,847	966,985	1,200,000	1,284,000	1,284,000
Excise Opium and other Revenue .	227,666	224,039	221,739	229,800	231,400	231,700
<b>TOTAL . Rx.</b>	<b>7,123,922</b>	<b>6,409,238</b>	<b>5,179,772</b>	<b>5,329,800</b>	<b>5,679,400</b>	<b>6,003,700</b>
<b>Expenditure—</b>						
Payments to Cultivators, including purchase of Opium . . . Rx.	1,867,400	2,264,886	2,157,247	2,400,000	2,135,800	2,400,000
Other Charges . . . Rx.	200,573	210,341	228,974	254,000	213,000	253,900
England . . . £	550	882	1,853	1,400	1,600	2,200
Exchange . . . Rx.	418	583	1,043	800	800	1,100
<b>TOTAL . Rx.</b>	<b>2,068,941</b>	<b>2,486,692</b>	<b>2,389,117</b>	<b>2,656,200</b>	<b>2,351,200</b>	<b>2,657,200</b>
<b>Statistics—</b>						
<b>Bengal—</b>						
Chests sold . . .	37,695	39,000	39,000	39,000	39,450	40,800
Average price . . . R	1,390	1,244	1,023	1,000	1,055	1,100
Chests produced . . .	35,953	45,041	45,500	...	44,975	...
Chests in Balance, March 31st . . .	23,551	20,587	36,080	...	40,795	...
Reserve, December 31st .	—2,652	—5,699	330	6,830	6,830	10,195
<b>Bombay—</b>						
Chests passed for export .	25,475½	21,751½	17,432½	24,000	25,680	25,680
Rate of Duty . . . R	650	650 & 600	600 & 500	500	500	500

166. Throughout the period comprised in the table the revenue derived from the sale of Bengal Opium follows the average price per chest offered at the Calcutta sales, which in its turn is determined mainly by the dollar and tael prices obtained in China. The growing competition of the Chinese drug has prevented the prices in China from rising in proportion to the increased value of the rupee due to the Currency legislation of 1893. The trade has also been handicapped by the uncertainties of exchange and the stringency of the Indian money market. These latter conditions have now improved and somewhat larger stocks are available for the China market. It is therefore hoped that the rise of Opium revenue in the current year, which was due largely to a scanty crop in China, may continue.

The decline in the exports of Malwa Opium which the table brings out, and its recent revival, are due to the same causes as those which affected Bengal Opium. The revival has been helped by the reduction of the pass-duty, which was found to be more than a declining trade could bear, to Rs 500 per chest.

The receipts from Excise Opium are governed by the same causes as Excise Revenue generally, but as the consumers of opium are a comparatively well-to-do class, the returns are perhaps somewhat less sensitive to the influence of famine.

167. The main items of expenditure are payments to cultivators, the amount of which varies directly with the number of chests of Bengal Opium produced, and the quantity of Malwa Opium purchased for excise purposes which depends on the anticipated demand. The increase in charges is also due to the fact that the position of the officers of the Opium Department, which had long been admitted to be unsatisfactory, has of late years been bettered.

#### SALT.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Northern India (a) . . . . .	1,905,375	1,848,755	1,947,810	1,975,000	2,027,200	2,002,600
Burma (b) . . . . .	156,032	140,928	156,744	160,000	161,000	160,000
Bengal (b) . . . . .	2,488,620	2,560,119	2,463,315	2,500,000	2,524,000	2,500,000
Madras (a) . . . . .	1,997,489	1,094,104	1,726,901	1,770,000	1,985,000	1,793,100
Bombay (a) . . . . .	2,314,379	2,237,739	2,299,395	2,323,000	2,350,000	2,301,500
<b>TOTAL</b> . . . . .	<b>8,861,845</b>	<b>8,421,705</b>	<b>8,594,225</b>	<b>8,728,000</b>	<b>9,047,200</b>	<b>8,757,200</b>
<b>Charges</b> . . . . .	<b>521,044</b>	<b>523,352</b>	<b>473,747</b>	<b>519,600</b>	<b>466,100</b>	<b>537,300</b>

(a) Chiefly excise on local manufacture. (b) Chiefly duty on imported salt.

168. The fluctuations of the aggregate Salt Revenue correspond closely to the material condition of the mass of the people who consume salt. A sharp decline in the famine year 1896-97 has been followed by a gradual rise which in the Revised Estimate for the current year exceeded the standard of the revenue of 1895-96. The Bengal statistics, however, follow a somewhat different course. There the receipts rose in 1896-97 and fell in 1897-98 when the revenue of every other Province shows a rise. In explanation of this it may be observed, first, that large portions of the area supplied from Bengal escaped famine altogether, while the cultivating classes found their purchasing power greatly augmented by high prices; secondly, that the demand of 1897-98 was affected by the earthquake and cyclone of 1897; and thirdly, that imported salt is less sensitive to local influences than salt produced in the country.

The increase in the revenue in Northern India during the current year is mainly due to the revival of traffic in Kohat Salt since the cessation of the frontier disturbances. It is doubtful, however, whether the demand will continue on the same scale during the coming year; and reduced receipts are also expected from the salt produced at Sambhar, Didwana and Pachbudra. For Burma and



Bengal the estimate is normal; in Madras it assumes a consumption of about 70 lakhs of maunds. The Bombay estimate has been taken at a moderate figure in view of the uncertainty arising from the prevalence of plague.

## STAMPS.

		Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
					Budget.	Revised.	
REVENUE.							
Court Fees and Plain Paper	. . .	3,221,216	3,216,005	3,305,376	3,301,100	3,411,000	3,442,800
Commercial and other Stamps	. . .	1,418,875	1,476,870	1,456,034	1,478,900	1,396,300	1,425,800
Other Revenue	. . .	83,964	84,867	75,633	75,900	32,600	28,500
TOTAL	. Rx.	4,727,055	4,777,742	4,837,043	4,855,900	4,839,900	4,897,100
Charges—							
India	. . . . Rx.	95,158	97,006	97,998	99,700	97,100	100,400
England (Stores)	. . . £	43,492	40,808	35,844	37,800	36,500	39,300
Exchange	. . . . Rx.	33,044	26,967	20,185	21,100	18,200	20,600
TOTAL	. Rx.	171,694	164,781	154,027	158,600	151,800	160,300

169. The Stamp Revenue depends on such a wide variety of transactions that fluctuations in its aggregate yield can hardly be ascribed to any single cause. Scarcity, for example, exercises a converse effect on the demand for the two main classes of Stamps. On the one hand it compels self-denial in the pursuit of litigation, on the other it promotes the execution of documents for the purpose of raising money. Both these tendencies are reflected in the revenue returns. The receipts from Court-fees drop sharply in the famine year, but they recover at once, and their progress is so rapid that its effect was greatly under-estimated in framing the Budget of the current year. In the case of Commercial Stamps the course of development is reversed. The revenue rises in the famine year and falls continuously from that time to a level below that of 1895-96. It was over-estimated in the Budget of the current year, and the figure taken for 1899-1900 represents only a moderate advance on the standard of 1895-96.

## . EXCISE.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
				REVENUE.	Rx.	
Bengal . . . . .	1,337,850	1,339,931	1,274,775	1,325,000	1,335,000	1,350,000
North-Western Provinces . . . . .	549,459	446,444	451,496	490,000	557,500	557,500
Madras . . . . .	1,438,405	1,489,657	1,461,945	1,530,000	1,390,000	1,420,000
Bombay . . . . .	1,164,147	1,099,650	1,004,996	1,120,000	1,146,000	1,146,000
Other Provinces . . . . .	1,232,556	1,238,518	1,206,242	1,252,300	1,302,500	1,304,700
TOTAL . . . . .	5,722,417	5,614,200	5,489,454	5,717,300	5,731,000	5,778,200
Charges . . . . .	207,957	212,855	240,463	250,200	243,000	261,800

170. The progress of Excise Revenue, like the growth of the receipts from Court-fees, is a fair test of the ability of the people to spend money on luxuries. The years of scarcity show accordingly a marked decline, and in Bombay, owing probably to plague and the apprehension to which it gives rise, the

standard of 1895-96 has not yet been regained. In Madras, on the other hand, the effect of the famine and apprehended plague in reducing revenue was for a time neutralised by the extension of the tree-tax system of raising revenue from toddy. This system attained its present maximum application in 1897-98. The increase of charges is due to the adoption of more efficient methods of administration and prevention.

#### PROVINCIAL RATES.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
REVENUE.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
District Local Funds . . . . .	2,184,443	2,086,080	2,269,731	2,320,600	2,402,300	2,374,400
Provincial Cesses, including Famine Insurance . . . . .	664,081	657,260	641,731	671,600	670,000	675,600
Village Service and Patwaris . . . . .	731,443	607,887	673,390	726,400	737,100	718,600
Other Cesses . . . . .	124,038	126,028	133,429	135,400	142,700	152,900
<b>TOTAL</b> . . . . .	<b>3,707,005</b>	<b>3,536,855</b>	<b>3,723,290</b>	<b>3,860,000</b>	<b>3,952,100</b>	<b>3,951,500</b>
<b>Charges</b> . . . . .	<b>52,675</b>	<b>54,301</b>	<b>52,530</b>	<b>52,400</b>	<b>55,700</b>	<b>60,000</b>

171. As was pointed out last year, the revenue from Provincial Rates is determined by the causes affecting Land Revenue, to which in most Provinces the rates bear a definite relation. The rise of revenue in the last three years corresponds therefore to the recovery of Land Revenue from famine influences. It should be added, however, that in tracts where the Land Revenue is permanently settled the revenue from Provincial Rates is increased independently of the Land Revenue by the periodical revaluation of the aggregate rental of a district for the purpose of levying these cesses.

#### CUSTOMS.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
IMPORT DUTIES—	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Arms, Ammunition, and Military Stores . . . . .	33,867	27,215	35,718	36,200	33,700	34,200
Liquors—Spirits . . . . .	591,003	599,045	606,088	583,200	627,000	598,300
Other sorts . . . . .	71,583	60,120	55,224	65,800	66,000	65,200
Articles of Food and Drink . . . . .	311,108	305,933	387,663	315,500	350,000	357,400
Chemicals, Drugs, Medicines, etc. . . . .	102,307	92,108	106,033	96,700	104,500	103,400
Silver Bullion and Coin . . . . .	355,869	326,481	433,899	253,300	328,500	237,000
Other Metals and Manufactures of Metals . . . . .	257,871	202,480	222,424	223,100	204,800	218,700
Oils . . . . .	408,690	420,007	550,015	411,000	510,300	419,400
Manufactured Articles . . . . .	541,946	508,799	436,591	518,300	492,500	484,800
Raw Materials and Unmanufactured Articles . . . . .	113,027	88,081	99,480	103,900	80,600	94,100
Cotton Goods . . . . .	1,183,443	917,816	795,720	938,300	871,700	902,100
<b>TOTAL IMPORT DUTIES</b> . . . . .	<b>3,970,804</b>	<b>3,567,165</b>	<b>3,735,165</b>	<b>3,549,000</b>	<b>3,700,500</b>	<b>3,544,600</b>
Excise Duty on Cotton Goods . . . . .	63,915	112,314	116,188	115,700	131,400	132,900
<b>EXPORT DUTIES—</b>						
Rice . . . . .	930,616	755,167	724,819	862,400	1,002,200	900,000
<b>LAND CUSTOMS AND MISCELLANEOUS</b>	<b>51,943</b>	<b>56,801</b>	<b>65,123</b>	<b>62,500</b>	<b>61,300</b>	<b>71,200</b>
<b>GRAND TOTAL</b> . . . . .	<b>5,017,278</b>	<b>4,491,477</b>	<b>4,641,295</b>	<b>4,590,500</b>	<b>4,898,400</b>	<b>4,648,700</b>
<b>Charges</b> . . . . .	<b>202,948</b>	<b>203,386</b>	<b>211,379</b>	<b>215,400</b>	<b>215,300</b>	<b>232,300</b>



172 The decline in the revenue from import duties in 1895-97 was due not merely to the effect of the famine in reducing the demand for manufactured articles and metals but also to the exemption of cotton yarns from duty and the reduction of the duty on cotton manufactures from 5 to  $3\frac{1}{2}$  per cent. The volume of the trade in cotton goods was not affected until the following year when the imports declined greatly. Since then business has revived, but it is still suffering from the effects of the plague in Bombay, a great producing and distributing centre, and from the overstocking of markets in China and Japan. The revenue from oils is derived chiefly from kerosene. The trade in this article fluctuates greatly and the cheaper oils from Russia and Sumatra are now beginning to compete successfully with the finer American oil. The increase under articles of food and drink is due to the imports of beet-sugar, principally from Germany and Austria, which has been poured into India in considerable quantities. The extraordinary rise in the imports of silver, especially in a year when the effects of the famine were still severely felt, is a phenomenon of which no satisfactory explanation has been found, but the trade is now diminishing and with a large demand springing up for gold, the decrease next year is expected to be considerable. The export duty shows a great contraction in 1896-97 and 1897-98 owing to great quantities of Burma rice, which would otherwise have been exported to foreign countries and have paid duty accordingly, being diverted to India to meet the famine demand. The large exports of 1898-99 followed on a bumper crop in Burma, the chief exporting province, but such a harvest is not expected to recur and the surplus available for export to foreign countries during 1899-1900 is likely to be considerably less than in the previous year.

## ASSESSED TAXES.

	Accounts, 1895-6.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Deduction by Government from Salaries, Pensions, and Interest payments . . . . .	447,688	479,259	444,494	479,800	447,400	440,700
Other Collections . . . . .	1,387,501	1,433,550	1,450,971	1,413,100	1,482,700	1,499,100
<b>TOTAL</b> . . . . .	<b>1,835,189</b>	<b>1,872,809</b>	<b>1,895,465</b>	<b>1,892,900</b>	<b>1,930,100</b>	<b>1,948,800</b>
<b>Charges</b> . . . . .	<b>29,868</b>	<b>30,323</b>	<b>32,278</b>	<b>32,700</b>	<b>33,100</b>	<b>33,500</b>

173. The progress of this branch of revenue depends upon the general prosperity of the classes from which it is collected and upon the improvements constantly being introduced in the methods of assessing and levying the tax. The people by whom it is paid are to a great extent either independent of adverse seasonal influences, or derive a profit from their direct or indirect results, and the revenue accordingly does not show any distinct variation in relation to scarcity.

## FOREST.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Revenue . . . . .	1,660,504	1,733,869	1,739,514	1,735,600	1,833,000	1,790,700
Expenditure . . . . .	911,161	993,955	1,001,089	1,050,500	1,010,200	1,007,700
<b>NET</b> . . . . .	<b>749,343</b>	<b>739,914</b>	<b>737,825</b>	<b>685,100</b>	<b>822,800</b>	<b>723,000</b>

174. The revenue under Forest has recovered from the effects of the famine and has resumed its normal rate of progress. The great increase shown in the Revised Estimate of the current year is due to the exceptional demand for teak timber which is not expected to be maintained during 1899-1900.

#### INTEREST RECEIPTS.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
India . . Rx.	801,267	912,766	840,681	914,200	928,100	913,600
England . . £	13,516	102,231	20,190	10,000	23,000	10,000
Exchange . Rx.	10,269	67,558	11,370	5,600	14,000	5,300
<b>TOTAL . Rx.</b>	<b>825,052</b>	<b>1,082,555</b>	<b>872,241</b>	<b>929,800</b>	<b>970,100</b>	<b>928,900</b>

175. On the subject of interest receipts there is nothing to be added to the explanations already given in paragraph 120 above.

#### INTEREST EXPENDITURE.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
Interest on Debt—						
India . . . . .	3,731,433	3,753,460	3,819,724	3,985,000	3,930,000	3,949,500
Deduct charged to—						
Irrigation . .	1,222,400	1,253,479	1,284,249	1,314,500	1,313,500	1,345,900
Railways . .	3,686,287	3,873,401	4,079,009	4,319,400	4,267,500	4,454,500
Balance charged to Interest Rx.	—1,177,263	—1,373,420	—1,543,534	—1,648,900	—1,651,100	—1,850,900
England . . £	2,622,695	2,630,704	2,879,215	2,890,200	2,805,900	2,844,100
Exchange . Rx.	1,992,644	1,738,458	1,621,343	1,618,000	1,402,900	1,489,700
Interest on other Obligations—						
On Savings Bank Balances . Rx.	338,497	346,555	327,043	327,500	325,700	336,600
Other items— including Exchange . .	268,226	111,656	188,193	192,800	193,400	194,700
<b>TOTAL . Rx.</b>	<b>4,044,799</b>	<b>3,453,953</b>	<b>3,472,260</b>	<b>3,378,600</b>	<b>3,076,800</b>	<b>3,014,200</b>
Debt outstanding, March 31st—						
Sterling . . £	115,903,732	114,883,233	123,274,680	125,995,833	124,389,780	124,389,780
Rupee Debt—						
4 per cent . Rx.	5,436,298	5,316,380	5,196,204	5,316,380	5,076,204	4,956,204
3½ per cent .	96,462,450	90,918,610	93,937,030	107,873,430	95,137,030	95,137,030
3 per cent .	...	10,954,820	10,972,350		10,972,350	10,972,350
Other Debt .	1,890,180	1,925,243	1,590,050	1,170,743	1,464,850	1,394,850
Savings Bank Balances . .	11,121,252	10,886,792	10,556,734	10,970,492	10,792,134	11,255,234



176. The reduction in the Interest expenditure which has taken place during the period is due on the one hand to an increase in the amount of interest charged against Railways and Irrigation, and on the other to the reduction in the rate of exchange.

## POST OFFICE, TELEGRAPH, AND MINT.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
<b>POST OFFICE—</b>	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Revenue . . . . .	1,713,495	1,783,474	1,879,163	1,893,200	1,896,200	1,903,300
Expenditure . . . . .	1,043,798	1,703,111	1,729,474	1,776,300	1,731,100	1,791,200
NET . . . . .	+69,697	+80,363	+149,689	+116,900	+165,100	+112,100
<b>TELEGRAPH—</b>						
Revenue Accounts—						
Revenue . . . . .	1,085,940	1,071,524	1,309,330	1,231,900	1,081,700	1,101,400
Expenditure . . . . .	737,907	770,977	819,530	827,800	808,700	830,200
NET . . . . .	+348,033	+300,547	+489,750	+404,100	+273,000	+271,200
Capital Expenditure . . . . .	159,946	175,782	231,914	261,800	236,100	297,300
<b>MINT—</b>						
Revenue . . . . .	40,918	156,635	182,055	78,800	76,500	60,500
Expenditure . . . . .	53,229	61,823	88,557	66,100	115,000	65,700
NET . . . . .	-12,311	+94,812	+93,498	+12,700	-38,500	-5,200

177. The Postal revenue displays unbroken progress throughout the period, and its advance in the coming year would have been more marked but for the introduction of the one-anna rate of postage to the United Kingdom and British Possessions and the concurrent reduction in the Inland rates of letter postage. At the same time a substantial addition has been made to the expenditure in order to provide for administrative improvements which have been needed for a long time.

178. The Telegraph receipts of 1897-98 were abnormally high owing to the great use of the telegraph in connection with frontier wars, famine, and plague. The decline experienced in the current year and anticipated in the next year is due partly to the cessation of military operations and partly to the increased popularity of deferred telegrams.

179. The increase in the Mint expenditure in 1898-99 is explained in paragraph 109 above.

## CIVIL DEPARTMENTS.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
<b>General Administration</b> { India . . . . .	1,594,089	1,587,278	1,588,016	1,567,700	1,580,900	1,579,200
	243,955	260,322	257,743	255,300	253,300	253,300
	185,350	172,030	145,141	143,000	126,700	132,700
	3,090,807	3,095,893	3,137,191	3,120,300	3,076,800	3,155,600
<b>Law and Justice</b> { Courts . . . . .	956,762	1,082,246	1,118,703	1,075,000	1,028,800	1,083,900
	4,040,817	4,156,560	4,233,923	4,201,600	4,175,200	4,303,900
<b>Police</b> . . . . .	507,702	561,395	499,015	495,600	477,300	503,400
<b>Marine</b> { Imperial (a) . . . . .	145,410	158,870	180,025	177,400	177,500	193,000
	1,536,489	1,576,150	1,581,072	1,652,300	1,592,500	1,675,500
<b>Education</b> . . . . .	192,410	189,385	173,962	188,200	171,700	185,800
<b>Ecclesiastical</b> . . . . .	1,030,915	1,076,696	1,355,417	1,225,600	1,558,900	1,693,800
<b>Medical</b> . . . . .	1,062,183	1,003,401	933,820	1,014,400	932,200	1,016,400
<b>Political</b> . . . . .	495,971	523,969	535,517	578,400	564,100	606,600
<b>Scientific and Minor Departments</b> . . . . .						
<b>TOTAL RX.</b> . . . .	15,172,860	15,445,196	15,739,517	15,694,800	15,715,900	16,383,100

(a) Includes Upper Burma charges up to 1896-97.

180. The progressive increase of total expenditure during the first three years of the period was partially arrested in 1898-99, but has been resumed in the Budget for the current year. This includes a large increase under Medical rendered necessary by the persistence of plague in Bombay and its spread to Madras, and likely to be further enhanced by the recent appearance of the disease in Calcutta. Provision has been made in Burma for the appointment of an additional Judicial Commissioner and for increasing the salaries of the Civil Administrative Staff, while in Bengal two Additional District and Sessions Judges and several temporary Subordinate Judges and Munsifs are to be appointed. The Police are to be strengthened in Bengal, the North-Western Provinces, Madras and Bombay.

#### MISCELLANEOUS CIVIL CHARGES.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
Territorial and Political Pensions . . . .	454,082	437,397	442,458	430,000	435,500	427,700
Civil Furlough and Absentee Allowances—						
India . . . .	793	746	763	700	1,700	700
England . . .	223,537	225,783	187,640	225,000	262,300	226,000
Exchange . . .	169,837	149,205	105,664	126,500	131,100	118,400
Superannuation Allowances and Pensions—						
India . . . .	969,146	1,005,961	1,048,595	1,072,300	1,063,200	1,093,200
England . . .	1,817,694	1,874,519	1,501,744	1,925,700	1,944,000	1,969,000
Exchange . . .	1,381,020	1,238,745	1,070,910	1,078,400	972,000	1,031,400
Stationery and Printing	685,187	679,523	724,093	689,000	708,300	721,800
Miscellaneous . . .	232,027	241,830	274,959	229,000	250,100	255,300
<b>TOTAL Rx.</b> . . .	<b>5,933,332</b>	<b>5,856,709</b>	<b>5,716,826</b>	<b>5,777,600</b>	<b>5,774,200</b>	<b>5,843,500</b>

181. The causes affecting this group of charges continue to operate on their usual scale and no special explanatory remarks are called for.

#### FAMINE RELIEF AND INSURANCE.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
	Rx.	Rx.	Rx.	Budget.	Revised.	Rx.
Famine Relief . . . .	18,301	2,079,525	5,325,608	85,100	44,600	5,700
Construction of Protective Railways .	529,867	...	...	668,300	695,400	490,000
Ditto ditto Irrigation Works . . . .	38,317	46,830	37,517	20,000	13,500	30,000
Reduction or avoidance of Debt . . .	...	...	...	325,800	422,600	603,900
<b>TOTAL</b> . . . .	<b>586,485</b>	<b>2,126,355</b>	<b>5,363,125</b>	<b>1,099,200</b>	<b>1,176,100</b>	<b>1,129,600</b>
Net Charge on account of the Bengal-Nagpur and the Indian Midland Railways shewn in the Railway Revenue Account . . . .	413,515	438,857	352,948	400,800	323,900	370,400
<b>TOTAL EXPENDITURE CHARGEABLE TO THE FAMINE GRANT</b> . . .	<b>1,000,000</b>	<b>2,565,212</b>	<b>5,716,073</b>	<b>1,500,000</b>	<b>1,500,000</b>	<b>1,500,000</b>



182. These charges have been fully explained in other parts of this statement.

## RAILWAY REVENUE ACCOUNT.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
<b>STATE RAILWAYS—</b>						
Gross Receipts . . . Rx.	18,558,699	17,633,604	19,041,521	19,382,900	19,696,100	20,237,400
Working Expenses . . . Rx.	9,040,836	8,819,553	9,201,202	9,770,500	9,876,600	10,047,000
Interest and other Charges—						
India . . . Rx.	3,700,813	3,888,519	4,795,503	4,735,500	4,283,600	4,471,800
England . . . £	3,586,219	3,629,600	3,581,127	3,714,700	3,711,700	3,751,200
Exchange . . . Rx.	2,724,699	2,398,561	2,070,294	2,080,300	1,855,900	1,964,000
Net Result . . . "	-493,868	-1,096,659	-15,691	-519,100	-31,700	+2,500
<b>GUARANTEED RAILWAYS—</b>						
Net Traffic Receipts . . . Rx.	3,275,238	2,634,164	2,101,392	2,424,000	2,995,000	3,192,500
Surplus Profits, Interest and other Charges—						
India . . . Rx.	533,137	483,610	135,112	321,600	420,800	571,700
England . . . £	2,161,563	2,160,967	2,174,784	2,171,500	2,162,500	2,185,300
Exchange . . . Rx.	1,642,290	1,428,040	1,213,401	1,210,000	1,081,200	1,144,700
Net Result . . . "	-1,061,752	-1,438,453	-1,301,995	-1,285,100	-678,500	-709,200
Other Receipts . . . "	25,252	21,052	14,169	16,700	45,300	31,000
Other Charges . . . "	89,903	148,921	129,989	310,300	213,200	204,900
<b>STATISTICS—</b>						
<b>State Railways—</b>						
Capital Expenditure to March 31—						
Expenditure by Government Rx.	122,701,731	126,978,761	120,614,851	135,512,261	124,196,651	138,155,251
Ditto by Companies £	25,721,568	27,538,341	29,684,713	31,850,541	31,569,513	33,415,713
Outlay on the East Indian Railway from debentures raised by the Company . Rx.	271,698	1,707,391	2,688,083	3,632,399	4,261,883	5,011,883
<b>TOTAL</b>	148,695,047	156,224,501	162,087,647	171,995,201	170,028,047	176,582,847
Miles open on April 1 . .	14,146	14,721	15,378	15,671	15,583	16,696
<b>Guaranteed Railways—</b>						
Miles open on April 1 . .	2,587	2,587	2,588	2,588	2,588	2,592

183. The Revised Estimate of net receipts on State Railways is better than the Budget Estimate for 1898-99 by Rx. 207,100. The improvement is chiefly on the North-Western and Rajputana-Malwa Railways, due to a large traffic in grain, seeds and cotton.

184. The reduction in the Interest charges in India follows on the smaller outlay on Construction due to short shipments of stores from England. The rise in the rate of Exchange has caused a considerable saving on the Sterling charges, thus making the net result considerably better than in the original estimate.

185. The net receipts from State Railways in 1899-1900 are estimated at Rx. 370,900 higher than the Revised Estimate for 1898-99 in anticipation of a further improvement in traffic based on the excellent prospects of the spring crops and on the additional mileage which it is expected will be opened during the year. The increase in the Estimate of Working Expenses amounts to Rx. 170,400 and is due to heavier traffic, increased open mileage, and provision

for heavy renewals of way and works unfinished in 1898-99. There is also an increase in Interest charges, chiefly in India, due to the progress of Capital Outlay.

186. The Revised Estimate of net receipts from Guaranteed Railways exceeds the original Estimate by Rx. 571,000. This result is due to a marked improvement in goods traffic on the Great Indian Peninsula and Bombay, Baroda and Central India Railways following on an amelioration of the unfavourable conditions which obtained during the last two years, as well as to a reduction in the outlay on renewals on the Bombay, Baroda and Central India Railway.

The increase in Surplus Profits and other charges in India is more than covered by the saving in Exchange on Sterling Interest, leaving the net result, Rx. 606,600, better than the original Estimate.

A further improvement in traffic is expected in 1899-1900, but owing to the increase in Surplus Profits, etc., payable in India, and to the lower rate of Exchange adopted, the net result falls short of the Revised Estimate by Rx. 30,700 only.

#### IRRIGATION.

IRRIGATION.	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
<b>MAJOR WORKS.</b>						
Revenue { Direct Receipts .	1,279,408	2,067,961	2,377,744	2,032,000	2,225,200	2,171,800
Land Revenue .	821,664	871,808	964,738	972,000	989,700	1,043,100
Expenditure { Working Expenses .	787,301	871,180	892,119	918,600	931,000	958,100
Interest .	1,222,409	1,253,479	1,284,249	1,314,500	1,313,600	1,315,900
NET .	+91,362	+815,110	+1,166,114	+770,900	+970,300	+610,900
<b>MINOR WORKS.</b>						
Receipts—Direct . . . . .	198,881	210,870	227,382	224,100	246,800	236,200
Expenditure . . . . .	966,601	1,126,350	967,717	980,000	977,500	1,030,800
<b>STATISTICS OF MAJOR WORKS.</b>						
Capital Outlay to March 31 . . .	31,101,556	31,897,139	32,639,803	33,418,839	33,362,403	34,259,003

187. The Revised Estimate of direct receipts from Major Works is better than the Budget Estimate for 1898-99 by Rx. 193,200. The increase occurs chiefly in the Punjab and the North-Western Provinces and Oudh, and is due to a larger area having been irrigated in the past *kharif* season than was anticipated. The small increase of Rx. 22,700 in the receipts from Minor Works is due partly to the same cause, and partly to the revenue in the Montgomery District which was hitherto shown as Indirect, having been treated as Direct receipts in accordance with the new Schedule of Water-rates. The Budget Estimate for 1899-1900 has been based on normal demands for water in the *kharif* season of 1899, and besides allowing for an increase of Rx. 30,800 in the revenue from the Chenab Canal due to development of irrigation, provides also for favourable *rabi* irrigation in the Punjab generally. The increase of irrigation in 1898-99 caused a small increase in Working Expenses. The increase of Rx. 27,100 in Working Expenses provided for in 1899-1900 is due to additional lengths of canals and distributaries being opened for irrigation.



188. The financial results obtained during 1896-97 and 1897-98 from Irrigation Works, for which Capital and Revenue Accounts are kept, are given below :—

							1896-97.	1897-98.						
MAJOR WORKS.							Rx.	Rx.						
<i>Capital Outlay—</i>														
•	Direct and Indirect	•	{	During the year	•	•	831,509	775,125						
				To end of year	•	•	33,352,211	34,127,336						
<i>Revenue Account—</i>														
•	Gross Revenue	•	•	•	•	•	2,976,795	3,382,684						
	Maintenance and Working	•	•	•	•	•	964,522	993,250						
Net Revenue							•	2,012,273	2,389,434					
Interest	•	•	•	•	•	•	1,253,542	1,284,250						
Net Profit							•	758,731	1,105,184					
Percentage of net Revenue of the year on the Capital Outlay to end of the year							•	•	•	•	•	•	6.03	7.00
MINOR WORKS.														
<i>Capital Outlay—</i>														
•	Direct and Indirect	•	{	During the year	•	•	196,930	132,200						
				To end of year	•	•	5,308,360	5,292,447						
<i>Revenue Account—</i>														
	Gross Revenue	•	•	•	•	•	585,180	588,693						
	Maintenance and Working	•	•	•	•	•	259,175	239,512						
Net Revenue							•	326,005	349,181					
Percentage of net Revenue of the year on the Capital Outlay to end of the year							•	•	•	•	•	•	6.14	6.60

The figures in this table are taken from the administrative accounts. In the case of Minor Works interest on the Capital Outlay is not charged, as the Capital Expenditure is incurred from Revenue.

#### BUILDINGS AND ROADS.

				1898-99.		1899-1900.
				Budget.	Revised.	Budget.
				Rx.	Rx.	Rx.
<b>MILITARY WORKS—</b>						
Expenditure	.	.	.	1,205,938	1,157,006	1,168,385
Receipts	.	.	.	49,699	61,268	52,561
Net				1,156,239	1,095,738	1,115,824
<b>CIVIL WORKS—</b>						
<i>Imperial—</i>						
Expenditure	.	.	.	761,458	809,383	428,523
Receipts	.	.	.	66,421	59,537	55,631
<i>Provincial—</i>						
Expenditure	.	.	.	2,063,159	2,131,781	2,258,018
Receipts	.	.	.	305,041	279,888	278,562
<i>Local—</i>						
Expenditure	.	.	.	1,777,957	1,685,125	1,564,010
Receipts	.	.	.	292,671	295,521	281,069

189. The expenditure on Provincial and Local Civil Works during 1898-99 is expected to fall short of the Budget Estimate by Rx. 69,600 and Rx. 118,800. This is due partly to the expenditure having been over-estimated in some Provinces, and partly to the restriction of outlay in Bombay and Madras in order to provide funds for expenditure in connection with plague.

190. The estimated expenditure on Military Works in 1899-1900 is higher than the Budget Estimate of the previous year by Rx. 137,200. This is chiefly due to provision to the extent of Rx. 150,000 having been made for defensive works beyond the administrative frontier.

191. Under Imperial Civil Works the expenditure in 1899-1900 is less than the Budget Estimate of the previous year by Rx. 40,600, owing for the most part to the completion of the Bangalore Water-works.

In the Provincial and Local Section of the Estimates, the provision for expenditure depends chiefly on the state of the Provincial and Local balances, and in 1899-1900 considerable additions have been made in the Provincial Section in connection with the free grants to Local Governments of Rx. 700,000, as explained in paragraph 65; the total increase over this year in the Provincial Section is Rx. 790,000, and in the Local Section Rx. 86,700.

### ARMY SERVICES.

			Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
						Budget.	Revised.	
<b>EFFECTIVE SERVICES—</b>								
<i>Regimental Pay and Allowances—</i>								
India	.	Rx.	8,697,465	8,598,670	8,278,218	8,400,200	8,140,700	8,104,900
England	.	£	1,048,930	1,050,598	1,029,498	1,059,000	1,058,400	1,068,000
Exchange	.	Rx.	796,945	698,236	579,731	593,000	529,200	559,400
<b>TOTAL</b>		"	10,543,340	10,353,504	9,887,447	10,052,200	9,728,300	9,732,300
<i>Less—Receipts</i>		"	7,095	7,405	6,148	7,400	6,200	6,800
<b>Net</b>		"	10,535,645	10,346,099	9,881,299	10,044,800	9,722,100	9,725,500
<i>Commissariat—</i>								
India	.	Rx.	3,079,399	3,900,588	3,747,552	3,024,200	3,729,300	3,847,700
England	.	£	21,838	40,832	32,197	21,400	24,000	48,000
Exchange	.	Rx.	16,592	26,983	18,131	12,000	12,300	25,500
<b>TOTAL</b>		"	3,117,829	3,968,403	3,797,880	3,057,600	3,766,200	3,921,800
<i>Less—Receipts</i>		"	437,960	452,322	389,493	458,200	424,100	465,300
<b>Net</b>		"	2,679,863	3,516,081	3,408,387	3,199,400	3,342,100	3,456,500
<i>Ordnance—</i>								
India	.	Rx.	846,935	921,362	852,006	773,500	817,100	823,700
England	.	£	245,124	299,233	278,984	300,200	289,700	352,200
Exchange	.	Rx.	186,238	197,743	157,101	210,300	144,800	184,500
<b>TOTAL</b>		"	1,278,297	1,418,338	1,288,091	1,376,000	1,251,600	1,360,400
<i>Less—Receipts</i>		"	185,502	143,277	132,403	117,100	125,500	114,300
<b>Net</b>		"	1,092,735	1,275,061	1,155,688	1,258,900	1,126,100	1,246,100
<i>Other Heads—</i>								
Expenditure	.	Rx.	5,485,002	3,674,561	7,326,279	5,150,400	4,719,600	4,027,200
Receipts	.	"	235,933	235,375	242,742	220,300	255,800	226,100
<b>Net</b>		"	5,249,069	3,439,186	7,083,537	4,930,100	4,463,800	3,801,100
<b>NON-EFFECTIVE SERVICES—</b>								
India	.	Rx.	897,135	906,263	922,385	957,500	945,600	912,600
England	.	£	2,316,527	2,368,852	2,414,845	2,475,800	2,420,700	2,496,800
Exchange	.	Rx.	1,760,027	1,565,417	1,359,847	1,380,400	1,213,300	1,307,800
<b>TOTAL</b>		"	4,973,689	4,840,532	4,697,077	4,819,700	4,585,600	4,717,200
<i>Less—Receipts</i>		"	110,855	114,951	111,078	100,900	113,200	106,800
<b>Net</b>		"	4,862,834	4,725,581	4,585,999	4,712,800	4,472,400	4,610,400
<b>GRAND TOTAL—</b>								
India	.	Rx.	18,120,112	17,261,343	20,362,539	18,083,800	17,565,200	16,912,300
England	.	£	4,135,794	4,211,135	4,244,227	4,469,300	4,324,100	4,493,100
Exchange	.	Rx.	3,142,251	2,782,800	2,390,008	2,502,800	2,162,000	2,353,500
<b>TOTAL</b>		"	25,398,157	24,255,338	26,996,774	25,055,900	24,051,300	23,758,900
<i>Less—Receipts</i>		"	978,011	953,330	881,864	909,900	924,800	919,300
<b>Net</b>		"	24,420,146	23,302,008	26,114,910	24,146,000	23,126,500	22,839,600

192. The variations in the above figures have been explained in paragraphs 118, 120, 121, 138, 154, and 155 above.



### Section V.—Capital Expenditure on Public Works not charged against Revenue.

193. In paragraph 177 of the Financial Statement for March 1898 the programme sanctioned by the Secretary of State for the construction of Railways in India during the three years 1896-97 and 1897-98 and 1898-99, which involved the expenditure of  $29\frac{3}{4}$  crores of rupees, was referred to and explained.

The year 1898-99 being the last of the three years to which the programme of  $29\frac{3}{4}$  crores applied, it was considered necessary to prepare a new programme of Railway Construction for the three years from 1899-1900 to 1901-2. The large Cash Balances in the Indian Treasuries, which justified the policy of extending Railway Construction which was adopted in 1895-96, have now been exhausted. The new estimate of expenditure has accordingly been framed at a moderate figure, and a programme for the next three years working up to Rx. 20,322,100 has been sanctioned by the Secretary of State. In consequence, however, of the heavy lapse on the grant for 1898-99, amounting to Rx. 2,401,400, much of which is due to short outlay in England consequent on the engineering strikes and the failure of contractors to complete orders placed with them for stores, it has been decided, with the concurrence of the Secretary of State, to add a sum of Rx. 1,050,000, representing a portion of this lapse, to the grant for 1899-1900. A further addition of Rx. 1,090,000 has since been provisionally sanctioned under certain conditions, subject to the Secretary of State's approval. This new programme includes all Railway Construction for which Government undertakes any responsibility or gives any guarantee, and includes therefore, in addition to the classes of outlay provided for in the earlier programme, (1) the Capital expenditure of the three old Guaranteed Companies, and (2) outlay on branch lines of Railway incurred by Private Companies on firm guarantee by Government. The details of the new programme may be compared as follows with the corresponding expenditure in the three years ending with 1898-99:—

	1896-97, Actuals	1897-98, Actuals.	1898-99, Revised.	Total.	1899-1900.	1900-1.	1901-2.	Total.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
I.—State Lines—								
(i) Managed by the State.	3,705,834	2,354,162	2,379,500	8,439,436	1,829,000	1,747,200	1,673,000	5,249,200
(ii) Managed by Companies.	1,973,841	2,258,587	2,771,900	7,004,328	2,876,000	2,552,000	2,755,500	7,183,500
II.—Lines of three old Guaranteed Companies.	285,348	437,819	851,600	1,574,767	1,107,800	550,000	471,400	2,129,200
III.—Lines of other Guaranteed or Assisted Companies.	2,979,194	3,526,515	2,937,300	9,443,009	2,841,900	1,820,000	1,921,100	6,583,000
IV.—Branch Lines on firm guarantee.	1,008	124,251	218,000	343,259	168,000	59,200	...	227,200
TOTAL	8,945,225	8,701,274	9,158,300	26,804,799	8,822,700	6,728,400	6,821,000	21,372,100

194. The Budget Estimate of 1898-99 provided for an expenditure of Rx. 13,051,300 on Railways, Irrigation Works, and Miscellaneous Public Improvements, including Rx. 1,129,900 on account of expenditure under the head of Open Line Capital by the three old Guaranteed Companies and Rx. 334,500

for Branch Lines with a firm guarantee. The total sum was distributed as follows :—

	Rx.
34.—Construction of Protective Railways . . . . .	668,300
48.—State Railways—Construction . . . . .	4,951,300
49.—Irrigation . . . . .	750,000
50.—Miscellaneous Public Improvements . . . . .	48,000
Capital of Indian Railway Companies . . . . .	3,475,000
Guaranteed Railways—Open Lines . . . . .	1,129,000
"    "    Extensions . . . . .	750,000
Branch Line Companies . . . . .	334,500
East Indian Railway Company's Debentures . . . . .	944,300
<b>TOTAL</b> . . . . .	<b>13,051,300</b>

195. During the course of the year it became apparent that, owing to the late arrival of English stores consequent on the engineering strikes in England and other causes, it would be impossible to work up to the amount of the Budget Estimate. It was also decided that expenditure on the jetties at Chittagong should not be treated as Miscellaneous Public Improvements not charged to Revenue, but should form a part of the expenditure under "48.—State Railways—Construction," the necessary adjustment in regard to previous expenditure being duly carried out. The Revised Estimates for Capital expenditure on Railways and Irrigation Works during 1898-99 have accordingly been prepared as under :—

	Rx.
34.—Construction of Protective Railways . . . . .	695,400
48.—State Railways—Construction . . . . .	2,882,200
49.—Irrigation . . . . .	692,200
Capital Account of Indian Railway Companies . . . . .	2,937,300
Guaranteed Railways—Open Lines . . . . .	552,800
"    "    Extensions . . . . .	298,800
Branch Line Companies . . . . .	218,000
East Indian Railway Company's Debentures . . . . .	1,573,800
<b>TOTAL</b> . . . . .	<b>9,850,500</b>

or for a sum less by Rx. 3,200,800 than the amount of the Budget Estimate.

In addition to the above sum, the Branch Line Companies not in receipt of a firm guarantee and the Companies whose accounts are outside the Government accounts are expected to spend during the year Rx. 1,470,100 as under :—

Branch Line Companies—

	Rx.
Ahmedabad-Parantij . . . . .	600
Mymensingh-Jamalpur . . . . .	70,000
South Behar . . . . .	204,000
Tapti Valley . . . . .	650,000
	<b>924,600</b>

Outside the Government Accounts—

Bengal and North-Western Railway Extensions . . . . .	445,000
Segowlie-Raksaul . . . . .	20,500
Nilgiri . . . . .	40,000
Bengal Dooars Extensions . . . . .	40,000
	<b>545,500</b>

Thus making a total of Rx. 11,320,600 for all Railways and Irrigation Works in India.



196. In Despatch No. 351 (Financial), dated 10th November 1898, from the Government of India, to the Secretary of State, it was proposed to incur expenditure to the extent of Rx. 20,322,100 on the construction of Railways during the three years 1899-1900 to 1901-2, distributed as under :—

	Rx.
1899-1900 . . . . .	6,772,700
1900-1 . . . . .	6,728,400
1901-2 . . . . .	6,821,000
<b>TOTAL</b>	<b>20,322,100</b>

The Secretary of State's approval to this forecast was conveyed in his telegram dated 10th January 1899.

197. The programme of proposed expenditure during 1899-1900 provides for a sum of Rx. 6,772,700. The reasons for the heavy lapse on the grant for 1898-99, amounting to Rx. 2,401,400, have already been stated in paragraph 193 above, and it has been explained that a sum of Rx. 2,150,000 has been added to the grant for 1899-1900. With this addition the total amount available for expenditure on construction of Railways will stand at Rx. 8,922,700. From this figure, however, it will be necessary to deduct a sum of Rx. 100,000 on account of the Capital cost of the Umaria Colliery which will be transferred to the Rewa Durbar with effect from 1st April 1899. The net amount entered in the Estimates for construction of Railways therefore stands at Rx. 8,822,700.

This sum has been distributed for expenditure on Railways as under :—

	Rx.
34.—Construction of Protective Railways . . . . .	490,000
48.—State Railways—Construction . . . . .	3,465,000
Capital of Indian Railway Companies . . . . .	2,841,900
Branch Line Companies . . . . .	168,000
Guaranteed Railways and Extensions . . . . .	1,107,800
East Indian Railway Company's Debentures . . . . .	750,000
<b>Total amount available</b>	<b>8,822,700</b>

In addition to the above, further Capital expenditure will also be incurred in 1899-1900 by Branch Line Companies not in receipt of a firm guarantee, and other Companies whose accounts are outside the Government accounts, to the extent of Rx. 950,300 as under :—

	Rx.
<b>Branch Line Companies—</b>	
Ahmedabad-Parantij . . . . .	2,100
Mymensingh-Jamalpur . . . . .	60,000
South Behar . . . . .	77,500
Tapti Valley . . . . .	230,000
<b>TOTAL</b>	<b>369,600</b>
<b>Outside the Government Accounts—</b>	
Bengal and North-Western Railway Extensions . . . . .	365,000
Segowli-Raksaul . . . . .	10,700
Nilgiri . . . . .	5,000
Bengal Doorgs Extensions . . . . .	200,000
<b>TOTAL</b>	<b>580,700</b>

The provision for Irrigation Works amounts to Rx. 850,000.

The total Capital expenditure on Railways and Irrigation Works in 1899-1900 accordingly amounts to Rx. 10,623,000.

#### 48.—State Railways—Construction.

198. The Budget grant for 1897-98 amounted to Rx. 5,838,600 as under:—

	Rx.
Total provision in Forecast . . . . .	10,130,000
	Rx.
Deduct—Capital of Indian Railway Companies (Rx. 3,710,000 less Rx. 1,200,000 for East Indian Railway) . . . . .	2,510,000
Provision for Burma Railways . . . . .	1,000,000
Additional provision for expenditure in England on the Assam-Bengal Railway (Rx. 199,300—Rx. 80,000) . . . . .	119,300
	3,629,300
	6,500,700
Deduct—Amount provided for East Indian Railway from debentures raised by Company . . . . .	662,100
Grant available . . . . .	5,838,600

The whole amount was shown under the head 48.—State Railways—Construction.

The Revised Estimate provided for a total expenditure of Rx. 3,903,400 under the same head, against which the actual expenditure incurred amounted to Rx. 3,632,005, thus falling short of the Revised Estimate by Rx. 271,395 and of the Budget provision by Rx. 2,206,595.

199. The amounts provided for Railway Construction this year and next are—Revised Estimate, 1898-99, Rx. 5,151,400, and Budget Estimate, 1899-1900, Rx. 4,705,000. These figures include provision to the extent of Rx. 695,400 and Rx. 490,000, respectively, under the head 34.—Construction of Protective Railways. The distribution of the above totals is given in paragraph 28 of this Statement.

200. The distribution of the total expenditure on Railway Construction through State and Companies' agency in each of the three years from 1897-98 to 1899-1900, as given in paragraph 193, is as follows:—

	1897-98, Accounts.	1898-99, Revised.	1899-1900, Budget.
<i>Expenditure in England.</i>			
1. State Lines . . . . .	809,010	788,000	681,000
2. Old Guaranteed Railways . . . . .	761,182	937,600	818,800
3. Extensions of ditto . . . . .	763	86,300	130,000
4. Other Guaranteed or Assisted Railways . . . . .	748,921	756,800	996,000
TOTAL . . . . .	£ 2,319,876	2,568,700	2,626,700



	1897-98, Accounts.	1898-99, Revised.	1899-1900, Budget.
<i>Exchange on Expenditure in England.</i>			
1. State Lines	455,570	394,000	356,700
2. Old Guaranteed Railways at contract rate	69,198	85,200	74,500
3. Extensions of ditto at average rates	466	44,000	68,200
4. Other Guaranteed or Assisted Railways at contract rates	462,842	394,100	517,700
TOTAL Rx.	988,076	917,300	1,017,100
<i>Expenditure in India.</i>			
1. State Lines Rx.	3,348,109	3,969,400	3,667,300
2. Old Guaranteed Railways (net repayments) Rx.	—398,838	—470,000	—349,300
3. Extensions of ditto Rx.	5,048	168,500	304,700
4. Other Guaranteed or Assisted Railways Rx.	2,314,752	1,786,400	1,328,200
5. Branch Lines on firm guarantee Rx.	124,251	218,000	168,000
TOTAL INDIA	5,393,322	5,672,300	5,178,900
TOTAL OF PROGRAMME	8,701,274	9,158,300	8,822,700
To the above should be added the following amounts on account of expenditure on other Companies' lines and expenditure on Railway Construction from Provincial Revenues:—			
Other Branch Lines	563,685	924,600	369,600
Railways outside of Government accounts	903,550	545,500	580,700
Provincial State Lines	3,792	4,200	3,600
GRAND TOTAL	10,172,301	10,632,600	9,776,600

#### 49.—Irrigation—Construction.

201. The figures are:—

Accounts, 1897-98.	Budget, 1898-99.	Revised, 1898-99.	Budget, 1899-1900.
Rx.	Rx.	Rx.	Rx.
692,431	750,000	692,200	850,000

The expenditure during the current year is likely to fall short of the Budget Estimate by Rx. 57,800 owing chiefly to delay in starting work on the Jhelum Canal. In order to meet the heavy demands for expenditure on this and other projects, the Budget grant for 1899-1900 has been fixed at Rx. 850,000.

#### 50.—Miscellaneous Public Improvements.

Accounts, 1897-98.	Budget, 1898-99.	Revised, 1898-99.
Rx.	Rx.	Rx.
4,105	48,000	—4,100

202. As was explained in paragraph 185 of the Financial Statement of March 1898, this head was opened in the Accounts of 1897-98 to record the expenditure on the construction of certain jetties and landing-sheds at Chittagong in connection with the Assam-Bengal Railway. It has now been decided to classify this expenditure under the head "48.—Railways—Construction," and the expenditure of Rx. 4,105 recorded in 1897-98 has accordingly been written back in 1898-99.

### Section VI.—Ways and Means.

#### HOME TREASURY.

203. The following table sets out the transactions of the Home Treasury as they appear in the Budget and Revised Estimate for 1898-99 and in the Budget for the coming year :—

	Budget, 1898-99.	Revised, 1898-99.	Budget, 1899-1900.
RECEIPTS.	£	£	£
Council Bills . . . . .	16,000,000	19,000,000	17,000,000
Permanent Debt incurred . . . . .	6,000,000	5,297,700	...
Temporary Debt incurred . . . . .	6,000,000	4,500,000	4,500,000
Capital Receipts from Railway Companies— for discharge of debt . . . . .	1,491,600	805,500	1,248,600
" expenditure . . . . .	1,676,000	1,226,300	1,473,000
Deposits and Advances, net . . . . .	...	200	...
Add—Opening Balance . . . . .	2,168,254	2,534,244	4,304,444
<b>TOTAL . . . . .</b>	<b>33,335,854</b>	<b>33,363,944</b>	<b>28,526,044</b>
OUTGOINGS.			
Excess of Expenditure over Revenue . . . . .	16,286,500	16,091,200	16,324,500
Expenditure not charged to Revenue . . . . .	1,119,900	791,100	682,100
Permanent Debt discharged . . . . .	3,384,700	3,384,900	...
Temporary Debt . . . . .	6,000,000	6,000,000	4,500,000
Issues to Railway Companies on Capital Account— for discharge of debt . . . . .	1,491,600	805,500	1,248,600
" expenditure . . . . .	2,316,500	1,823,900	1,948,700
Remittances from India, net— (a) Railway Companies' Remittances . . . . .	302,500	—62,700	736,000
(b) Family and other Remittances . . . . .	191,300	225,600	263,800
Add—Closing Balance . . . . .	2,242,854	4,304,444	2,817,344
<b>TOTAL . . . . .</b>	<b>33,335,854</b>	<b>33,363,944</b>	<b>28,526,044</b>

204. In the Budget Estimate of 1898-99 the net disbursements of the Home Treasury, excluding Loans and Council Bills, were taken at £18,540,700. The intention then was to provide £16,000,000 of this by the sale of Bills on India, and to meet the balance, £2,540,700, by raising Sterling loans in England. According to the Revised Estimates the net disbursements, apart from the discount on the loan raised during the year by means of  $2\frac{1}{2}$  per cent India Stock, will be £17,642,600, so that if the sales of Council Bills had been restricted to £16,000,000, loan funds would have had to meet only £1,642,600, instead of £2,540,700 as originally contemplated. But the new loan of the year was



raised at a heavy discount, amounting to £702,300, on a total debt of £6,000,000; while, on the other hand, the Secretary of State has taken advantage of the improvement in the cash balances in India and of the favourable prospects of the season to raise his drawings in 1898-99 to £19,000,000. The larger balances thus made available have enabled the Secretary of State to reduce temporary borrowing on India Bills from £6,000,000 to £4,500,000, and the cash balance of the Home Treasury at the end of the year is now expected to exceed the opening balance by £1,770,200. Although, for the reasons explained above, the sale of Bills on India to the extent of £18,000,000 only would have been more than sufficient to cover the net disbursements of the Home Treasury in 1898-99, the Secretary of State has drawn a million in excess of this sum with the object of fully meeting the large mercantile demand for remittance arising from the brisk trade of the year. The drawings of 1899-1900 will be reduced by a corresponding amount.

205. In accordance with the intention announced in paragraph 194 of the last Financial Statement, India Stock for £6,000,000 was issued in July 1898. The new stock was issued at  $2\frac{1}{2}$  per cent: but owing to the unfavourable state of the money market at the time, the loan was taken up at the heavy discount of £11 9s. 7d. per cent. The total amount tendered was £22,385,300, and the minimum rate of accepted tenders was £88 5s. 6d. It is usual, when the amount of discount on a new loan is moderate, to charge off the whole amount against the Revenues of the year in which the loan is raised; but as in the present case the discount comes to the large sum of £702,300, it has been decided, in accordance with an arrangement sanctioned in 1886, to create a Sinking Fund for its discharge by annual payments for 50 years at an interest of  $2\frac{1}{2}$  per cent per annum. Accordingly, the money actually raised by the loan, namely, £5,297,700, is shown in the table in paragraph 203 as a receipt on account of the loan, and the annual payment to the Sinking Fund, amounting to about £7,000, is, as already explained in paragraph 121, shown as expenditure.

In accordance with the programme settled at the beginning of the year, 384,700*l.* of Oudh and Rohilkhand Railway 4 per cent Debenture Stock was discharged on the 6th May 1898, and 3,000,000*l.* India Debentures bearing interest at  $3\frac{1}{4}$  per cent were also discharged on their expiry on 16th August 1898.

206. In March last it was intended to raise 6,000,000*l.* in 1898-99 by means of India Bills so as to replace an equivalent amount falling due in the year; but in consequence of the larger amount received for Bills of Exchange on India only 4,500,000*l.* of temporary debt had to be replaced, and the remainder was discharged by a reduction in the cash balances. Of the 4,500,000*l.* India Bills issued during the year, 2,500,000*l.* were issued in May 1898 and 2,000,000*l.* in September, both issues being for twelve months. The results of the loans were as follows:—

Month of Issue.	Amount tendered.	Amount accepted.	Average rate of interest per cent per annum.
	£	£	£ s. d.
May 1898 . . . . .	18,809,000	2,500,000	2 2 6
September 1898 . . . . .	7,175,000	2,000,000	2 12 0

207. The net issues to Railway Companies in England in 1898-99 are now estimated to be 597,600*l.* against 640,500*l.* entered in the Budget Estimate, showing a reduction of 42,900*l.* only. The following are the usual details:—

RECEIPTS.	Budget.	Revised.
	£	£
Subscribed Capital—		
(a) State Lines . . . . .	1,335,100	1,151,800
(b) Guaranteed Lines . . . . .	1,829,500	836,800
Miscellaneous . . . . .	3,000	43,200
TOTAL . . . . .	3,167,600	2,031,800

ISSUES.	Budget. £	Revised. £
For discharge of Debentures—		
(a) State Railways . . . . .	835,100	600,000
(b) Guaranteed Lines . . . . .	656,500	205,500
For Stores, Establishment Charges, etc.—		
(a) State Railways . . . . .	865,300	759,700
(b) Guaranteed Lines . . . . .	1,451,200	1,064,200
TOTAL . . . . .	3,808,100	2,629,400

Debentures of the Rohilkhand-Kumaon, Southern Mahratta, Madras, and Bombay, Baroda and Central India Railway Companies, aggregating £686,100, were renewed instead of being replaced by fresh Capital as was contemplated in the Budget programme. The Capital receipts from the Bombay, Baroda and Central India, the Great Indian Peninsula Railway, and the Madras Railway were less by 541,700*l.* than the original estimate. On the other hand, the Indian Midland and Bengal-Nagpur Railways raised 51,800*l.* more, making the net decrease in the amounts of new Capital 1,176,000*l.* as shown above. The item "Miscellaneous" includes 37,490*l.* received from the Bombay, Baroda and Central India Railway Company as contribution from the Fire Insurance Fund towards the cost of renewing Warren girders.

The estimates of the demands of the Companies for stores, establishment charges, etc., have proved too high except in the case of the Bengal Central, the Bengal-Nagpur, and the Burma Railways.

208. The following are the details of the remittance transactions of Railway Companies working State lines in India, to which advances of funds are made in England for the purchase of stores, etc., against adjustment in India by debit to the Railway Accounts :—

	Budget. £	Revised. £
Advances for purchase of Stores—		
East Indian Railway . . . . .	700,000	714,400
Rajputana-Malwa . . . . .	65,000	70,600
South Indian Railway . . . . .	65,000	47,300
Bengal and North-Western Railway . . . . .	75,000	107,000
	905,000	939,300
East Indian Railway Debentures . . . . .	600,000	1,000,000
Transfer Fees, etc. . . . .	2,500	2,000
	602,500	1,002,000
Net Remittance from India . . . . .	302,500	—62,700

The East Indian Railway has been authorised to raise 1,000,000*l.* instead of 600,000*l.* entered in the Budget Estimate, and the advances for purchase of stores are now expected to be largely in excess of the original estimates furnished by the several Companies.

Family and other  
Remittances.

209. The increase in the net payments on account of family and other remittances of £34,300 is the result of a number of large differences. The demands for Railway stores required by Native States have greatly exceeded the estimates sent from India, and the Revised Estimates also include 10,000*l.* estimated to be refunded to the Imperial Government in settlement of the expenses attending the employment of Native Indian Troops at Suakin. On the other hand, the repayments by Her Majesty's Government of expenses attending the employment of Indian Native Troops sent to Mombassa are expected to exceed the original estimate by 18,600*l.*



210. The net disbursements at the Home Treasury in 1899-1900, excluding <sup>1899-1900.</sup> Loans and Council Bills, are estimated at £18,487,100 against £18,540,700 in the <sup>Home Treasury.</sup> Budget Estimate of 1898-99. As already stated in paragraph 204, the Secretary of State's present estimate of the drawings in 1898-99 will produce a large increase in his cash balances during the year, and this increase will be drawn upon to a considerable extent to meet the requirements of 1899-1900. It is therefore the present intention of the Secretary of State to draw during 1899-1900 <sup>Ways and Means.</sup> £17,000,000 by Bills on India.

No increase in the Sterling debt in 1899-1900 is contemplated at present, nor is it proposed to issue any India Stock in the year; but India Bills falling due in 1899-1900 will be covered by fresh issues of a corresponding amount.

According to the programme now announced, the net disbursements of the Home Treasury will be met, in the year 1899-1900, by the sale of Bills on India to the amount of £17,000,000 and by a reduction in the cash balances of £1,487,100.

211. It should be understood that in stating the present intentions of the Secretary of State no sort of pledge is given that he will adhere to the programme.

#### INDIA.

212. The following is a summary of the Estimate of Ways and Means in India:—

	1898-99.		1899-1900.
	Budget.	Revised.	Budget.
RECEIPTS.	Rx.	Rx.	Rx.
1. Excess of Revenue over the Expenditure charged against it . . . . .	26,298,400	28,196,200	28,808,000
2. Rupee Loan . . . . .	3,000,000	1,200,000	...
3. Increase of Unfunded Debt, mostly Savings Bank Deposits, net . . . .	538,800	291,600	521,900
4. Other items, net . . . . .	—86,700	1,122,500	844,500
5. <i>Remittances to Secretary of State, net—</i>			
(a) <i>Railway Companies' Remittances</i> . . . . .	302,500	—62,700	736,000
(b) <i>Other Remittances</i> . . . . .	244,300	230,800	222,100
Add—Opening Balance . . . . .	16,722,352	15,982,443	17,072,043
TOTAL . . . . .	47,019,652	46,960,843	48,204,543
OUTGOINGS.			
6. Excess Expenditure charged to Provincial Balances . . . . .	116,800	—1,417,900	924,700
7. Expenditure not charged to Revenue . . . . .	4,002,300	2,383,700	3,275,600
8. Rupee Debt discharged . . . . .	325,000	245,200	190,000
9. Loans to Municipalities, etc., net . . . .	—62,200	—262,500	248,800
10. <i>Issues on Capital Account to Railway Companies, net</i> . . . . .	1,468,800	873,300	781,300
11. Council Bills— <i>Sterling Amount</i> . . . .	16,014,500	18,695,200	17,152,100
Exchange . . . . .	8,945,500	9,371,800	8,952,600
Add—Closing Balance . . . . .	16,208,952	17,072,043	16,679,443
TOTAL . . . . .	47,019,652	46,960,843	48,204,543

The headings in italics are connected with, and explained by, the corresponding figures of the Secretary of State's account in England. The others refer to purely Indian transactions.

1898-99.

*General Summary.*

213. The excess of revenue in India over the expenditure charged against it was taken in the Budget Estimate of 1898-99 at Rx. 26,298,400, and it was assumed that it would be possible to pay Rx. 24,960,000 on account of Council Bills during the year with the help of a rupee loan of Rx. 3,000,000 and with a reduction in the cash balances of Rx. 513,400. The early cessation of warlike operations on the frontier, the partial failure of the opium crop which reduced the payments to cultivators, and a satisfactory improvement in Railway and other revenues so far improved the cash balances as to enable Government to reduce the rupee loan of the year to Rx. 1,200,000 without curtailing the drawings of the Secretary of State in the early part of the year. As the year advanced, a steady increase of the revenue and large lapses in the grants for Capital expenditure added constantly to the balances and rendered it possible to meet without difficulty payments for Council Bills considerably in excess of the Budget Estimate. It is now estimated that the revenue in excess of expenditure will amount to Rx. 28,196,200; that the balances of Provincial Governments and Local Funds will be increased by Rx. 1,417,900 instead of being reduced by Rx. 116,800 as anticipated in the Budget; and that the Capital expenditure of Government not charged to Revenue will be Rx. 1,618,600 less than the original estimate. The net result of these and other variations is that in spite of the proposed rupee loan having been reduced by Rx. 1,800,000, Rx. 28,067,000 will be paid on account of Council Bills, and the year will close with a cash balance of Rx. 17,072,043, being Rx. 1,089,600 in excess of the opening balance of the year.

Rupee Loan of  
1898-99.

214. It was announced in paragraph 200 of the last Financial Statement that a new loan of Rx. 3,000,000 would be raised in India in 1898-99. But owing to the scarcity of loanable Capital, due partly to famine and plague and partly to the Exchange Banks having remitted their surplus balances to England, the prospects of raising such a large amount in the Indian market were unfavourable. As a review of the Ways and Means in June 1898 showed that owing to a general improvement in revenue prospects a loan of Rx. 1,200,000 might be sufficient, it was decided to borrow that amount only. The state of the market made it impossible to attempt a 3 per cent loan, and the loan was therefore raised at  $3\frac{1}{2}$  per cent as in 1897-98.

The loan of Rx. 1,200,000 was issued on 30th July 1898, and tenders for it were received on 24th August 1898. The unfavourable state of the money market affected the result, and the loan was raised at a discount of  $\text{Rs } 5-3\frac{1}{2}$  annas per cent.

1899-1900.

*Main features.*

215. The Revenue Account for 1899-1900 as now made up closes with a surplus of Rx. 3,932,600. The Capital expenditure on Railways and Canals not charged to Revenue must of necessity be provided for either from the surplus revenue, or by reducing the cash balances, or by contracting a loan. In 1899-1900 the requirements for Capital expenditure are—

	Rx.
(1) Government expenditure in India . . . . .	3,275,600
(2) Government expenditure in England (£ 682,100 converted at $15\frac{1}{4}d.$ the rupee) . . . . .	1,039,400
(3) Net disbursements to Railway Companies in India . . . . .	1,355,600
(4) Net disbursements to Railway Companies in England (£ 475,700 converted at $15\frac{1}{4}d.$ the rupee) . . . . .	724,900
TOTAL . . . . .	6,395,500

Of the total sum of Rx. 6,395,500 thus required in England and in India for the purpose of Capital expenditure during 1899-1900, £ 1,487,100 or



Rx. 2,265,100 has already been rendered available in the manner explained in paragraph 210 above by the increase in the Secretary of State's balances resulting from the larger drawings of Council Bills during the current year, and the remainder Rx. 4,129,400 will be more than covered by the surplus revenue estimated at Rx. 3,932,600 and an estimated reduction in the cash balances in India of Rx. 392,600. Accordingly no new rupee loan will be required in India for the purpose of Capital expenditure in 1899-1900.

Apart from the revenue surplus mentioned above, there will be a net receipt on account of Unfunded Debt—chiefly Savings Bank deposits—of Rx. 521,900, and Rx. 603,900 (included in "Other items" in the table in paragraph 212) out of the Famine Insurance Grant of Rx. 1,500,000 will be available for appropriation in reduction of debt. Against these important receipts there will be taken the expenditure of Provincial Governments from accumulated balances (Rx. 924,700), the payments for rupee debt discharged (Rx. 190,000), and the loans by Government (Rx. 248,800). The payments of Council Bills in 1899-1900 as entered in the Estimates will be Rx. 26,104,700 including exchange, or Rx. 1,144,700 more than the corresponding figure in the Budget Estimates of 1898-99.

216. As above stated, no rupee loan in India will be required in 1899-1900, and it is not the present intention of the Government of India to raise any such loan in the year. Full liberty is, however, reserved as usual to alter the programme, as now announced, to any extent that may be considered desirable.

217. The following table gives the details of the transactions of Savings Banks during the last few years and the estimated transactions for 1898-99 and 1899-1900 :—

YEAR.	Net additions to deposits, cash.	Interest.	Total addition.
1890-91 . . . . .	250,700	279,700	530,400
1891-92 . . . . .	517,900	306,200	824,100
1892-93 . . . . .	548,900	339,400	888,300
1893-94 . . . . .	179,900	368,000	547,900
1894-95 . . . . .	—84,500	297,000	212,500
1895-96 . . . . .	247,700	338,500	586,200
1896-97 . . . . .	—581,100	346,600	—234,500
1897-98 . . . . .	—657,100	327,000	—330,100
1898-99, Budget . . . . .	156,700	327,500	484,200
1898-99, Revised . . . . .	—90,300	325,700	235,400
1899-1900, Budget . . . . .	126,500	336,600	463,100

218. The Budget Estimate of 1898-99 anticipated a small addition of Rx. 156,700 to the net deposits, but according to the present estimates there will be a net withdrawal of Rx. 90,300 apart from interest. This result is attributed to the low price ruling for Government securities throughout the greater part of the year having encouraged small investors to withdraw their money from Savings Banks and buy Government paper. The price of  $3\frac{1}{2}$  per cent Government securities is now above par, and in preparing the Budget Estimates for 1899-1900 allowance has been made for a small addition to the net deposits of Rx. 126,500.

219. The transactions during the year 1898-99 under the head of Loans by Government are now expected to result in a net receipt of Rx. 262,500 against Rx. 62,200 entered in the Budget Estimate, an increase in the receipts of Rx. 200,300. This increase is made up of an increase in the recoveries of Rx. 174,400 and a decrease in the advances of Rx. 25,900. As is usually the case, the allotments asked for by Provincial Governments on behalf of local

*Loans by Government for local purposes.*

authorities could not be fully utilised by reason of delays in maturing the schemes of improvement for which the loans were required. The amounts so lapsing are largest in the North-Western Provinces and Oudh.

The recoveries were also larger than the original estimates, chiefly in the Central Provinces and the North-Western Provinces.

Provision has been made in the Budget Estimate of 1899-1900 for net issues on account of loans to the extent of Rx. 248,800 made up of allotments of advances aggregating Rx. 989,600 and recoveries of past loans, Rx. 740,800. The following are the figures of gross recoveries and issues for the six years ending 1899-1900:—

	Issues.	Recoveries.
1894-95 . . . . .	686,806	512,267
1895-96 . . . . .	744,789	506,246
1896-97 . . . . .	1,337,194	542,638
1897-98 . . . . .	1,466,739	958,153
1898-99, Revised . . . . .	771,700	1,034,200
1899-1900, Budget . . . . .	989,600	740,800

It will be observed that the large issues of the later years of the period have been to a great extent met by large recoveries which in their turn were rendered possible by the liberal scale on which certain classes of loans were given in years of scarcity. The estimates for next year include a large provision for loans to agriculturists and cultivators in the Punjab required partly for the relief of distress apprehended in the Hissar District, but chiefly in connection with the Chenab Canal Colonisation Project from which a substantial increase of revenue is expected. Allowance has been made for plague loans as far as they can be foreseen at present. A sum of Rx. 100,000 representing the Capital cost of the Umaria Colliery is also included in the figures as a loan to the Rewa Durbar. The Colliery will be transferred to the Durbar with effect from 1st April 1899, and pending recovery of the cost the amount is written off the Capital Account of Railways by transfer to the Loan Account.

*Cash Balance.*

220. The year 1899-1900 is estimated to close with a cash balance in the Indian Treasuries of Rx. 16,679,443, which is less than the opening balance of the year by Rx. 392,600.

J. WESTLAND.

CALCUTTA;  
March 20, 1899.





## APPENDIX.

### ACCOUNTS AND ESTIMATES.

Accounts . . . . .	1897-98
Revised Estimates . . . . .	1898-99
Budget Estimates . . . . .	1899-1900

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*General Statement of the Accounts and Estimates of the Revenue  
India, in India*

		For details, vide State- ment.	RECEIPTS.			
			ACCOUNTS, 1897-98.	BUDGET ESTIMATE, 1898-99.	REVISED ESTIMATE, 1898-99.	BUDGET ESTIMATE, 1899-1900.
<b>Revenue—</b>						
Principal Heads of Revenue—						
Land Revenue . . . . .	A		25,683,642	27,568,200	27,679,400	27,641,900
Opium . . . . .	"		5,179,772	5,329,800	5,679,400	6,003,700
Salt . . . . .	"		8,594,225	8,728,000	9,047,200	8,757,200
Stamps . . . . .	"		4,837,043	4,855,990	4,835,900	4,897,100
Excise . . . . .	"		5,489,454	5,717,300	5,731,000	5,778,200
Customs . . . . .	"		4,641,295	4,590,500	4,898,400	4,648,700
Other Heads . . . . .	"		8,728,842	8,870,100	9,113,600	9,090,400
TOTAL PRINCIPAL HEADS Rx. . .			63,154,273	65,659,800	66,989,200	66,817,200
Interest . . . . .	A		872,241	929,800	970,100	928,900
Post Office, Telegraph, and Mint . . . . .	"		3,370,548	3,203,900	3,054,400	3,065,200
Receipts by Civil Departments . . . . .	"		1,723,511	1,733,000	1,748,400	1,775,500
Miscellaneous . . . . .	"		940,994	918,600	934,700	854,500
Railways . . . . .	"		21,260,886	21,823,600	22,736,400	23,460,900
Irrigation . . . . .	"		3,569,864	3,228,100	3,461,700	3,451,100
Buildings and Roads . . . . .	"		667,823	678,700	696,400	688,900
Receipts by Military Department . . . . .	"		881,864	909,900	924,800	919,300
TOTAL REVENUE Rx. . .			96,442,004	99,085,400	101,566,100	101,951,500
<b>Debt, Deposits, and Advances—</b>						
Permanent Debt (net Incurred) . . . . .	C		6,077,779	5,290,300	2,867,600	...
Temporary Debt (net Incurred) . . . . .	"		5,000,000	...	...	...
Unfunded Debt (net Incurred) . . . . .	"		...	538,800	291,600	521,900
Deposits and Advances (net) . . . . .	"		2,944,660	598,600	869,900	...
Loans and Advances by Imperial Government (net Repayments) . . . . .	"		44,963	91,300	40,000	...
Loans and Advances by Provincial Governments (net Repayments) . . . . .	"		...	...	222,500	...
Remittances (net) . . . . .	"		...	53,000	745,200	...
Secretary of State's Bills drawn . . . . .	"		9,506,977	16,000,000	19,000,000	17,000,000
TOTAL RECEIPTS . . .			120,015,483	121,657,400	125,602,900	119,483,400
Balance on 1st April—India . Rx. . .			13,873,752	16,722,352	15,982,443	17,072,043
England . £ . . .			2,832,354	2,168,254	2,534,244	4,304,444
GRAND TOTAL . . .			136,721,589	140,548,006	144,119,587	140,859,887

FORT WILLIAM,  
FINANCE AND COMMERCE DEPARTMENT;  
*The 20th March 1899.*

W. H. DOBBIE,  
*Deputy Comptroller General.*



*and Expenditure and Receipts and Disbursements of the Government of  
and in England.*

	For details, vide Statement.	DISBURSEMENTS.			
		ACCOUNTS, 1897-98.	BUDGET ESTIMATE, 1898-99.	REVISED ESTIMATE, 1898-99.	BUDGET ESTIMATE, 1899-1900.
<b>Expenditure—</b>					
Direct Demands on the Revenues . . . . .	B	10,816,813	11,210,900	10,712,300	11,353,600
Interest . . . . .	"	3,472,260	3,378,600	3,076,800	3,014,200
Post Office, Telegraph, and Mint . . . . .	"	2,869,525	2,932,000	2,890,900	2,984,400
Salaries and Expenses of Civil Departments . . . . .	"	15,739,547	15,694,800	15,715,900	16,303,100
Miscellaneous Civil Charges . . . . .	"	5,716,826	5,777,600	5,774,200	5,843,500
Famine Relief and Insurance . . . . .	"	5,363,125	1,099,200	1,176,100	1,129,600
Construction of Railways (charged against Revenue in addition to that under Famine Insurance) . . . . .	"	3,792	5,800	4,200	3,600
Railway Revenue Account . . . . .	"	22,693,502	23,921,400	23,614,500	24,341,500
Irrigation . . . . .	"	3,144,085	3,213,100	3,222,100	3,334,800
Buildings and Roads . . . . .	"	5,418,936	6,021,500	5,842,100	6,806,400
Army Services . . . . .	"	26,996,774	25,055,900	24,051,300	23,758,900
Special Defence Works . . . . .	"	23,708	...	8,400	...
TOTAL EXPENDITURE, IMPERIAL AND PROVINCIAL Rx.	...	102,258,893	98,310,800	96,088,800	98,953,600
Add—Provincial Surpluses: that is, portion of Allotments to Provincial Governments not spent by them in the year . . . . .	End of B	203,232	137,500	1,419,900	...
Deduct—Provincial Deficits: that is, portion of Provincial Expenditure defrayed from Provincial balances . . . . .	"	660,010	254,300	2,000	924,700
TOTAL EXPENDITURE CHARGED AGAINST REVENUE Rx.	...	101,801,215	98,194,000	97,506,700	98,028,900
<b>Expenditure not charged to Revenue—</b>					
Capital Outlay on Railways and Irrigation Works Rx.	End of B	4,328,541	5,749,300	3,570,300	4,315,000
<b>Debt, Deposits, and Advances—</b>					
Permanent Debt (net Discharged) . . . . .	C	...	...	...	190,000
Temporary Debt (net Discharged) . . . . .	"	...	...	1,500,000	...
Unfunded Debt (net Discharged) . . . . .	"	308,186	...	...	...
Deposits and Advances (net) . . . . .	"	...	...	...	121,600
Loans and Advances by Imperial Government (net Advances) . . . . .	"	...	...	...	11,800
Loans and Advances by Provincial Governments (net Advances) . . . . .	"	553,549	29,100	...	237,000
Capital of Railway Companies (net Payments) . . . . .	"	1,406,837	2,109,300	1,470,900	1,257,000
Remittances (net) . . . . .	"	333,829	...	...	46,700
Secretary of State's Bills paid . . . . .	"	9,472,745	16,014,500	18,695,200	17,152,100
TOTAL DISBURSEMENTS	...	118,204,902	122,096,200	122,743,100	121,563,100
Balance on 31st March—India . Rx.	...	15,982,443	16,208,952	17,072,043	16,679,443
England . £	...	2,534,244	2,242,854	4,304,444	2,817,344
GRAND TOTAL	...	136,721,589	140,548,006	144,119,587	140,859,887
Revenue . . . . .		96,442,004	99,085,400	101,566,100	101,961,500
Expenditure chargeable thereon . . . . .		101,801,215	98,194,000	97,506,700	98,028,900
Surplus (+) Deficit (—) . Rx.		—5,359,211	+891,400	+4,059,400	+3,932,600

A. F. COX,  
Comptroller General.

H. H. RISLEY,  
Offg. Secretary to the Government of India.

## A.—STATEMENT of the REVENUE of

HEADS OF REVENUE.	ACCOUNTS, 1897-98.					REVISED	
	INDIA.		England,	Exchange.*	TOTAL.	INDIA.	
	Imperial.	Provincial and Local.				Imperial.	Provincial and Local.
<b>Principal Heads of Revenue—</b>	<i>Rx.</i>	<i>Rx.</i>	<i>£</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
I.—Land Revenue . . . . .	14,526,340	11,157,302	...	...	25,683,642	15,135,000	12,544,400
II.—Opium . . . . .	5,179,772	...	...	...	5,179,772	5,679,400	...
III.—Salt . . . . .	8,581,447	12,778	...	...	8,594,225	8,952,000	93,200
IV.—Stamps . . . . .	1,246,394	3,590,649	...	...	4,837,043	1,240,600	3,599,300
V.—Excise . . . . .	3,717,352	1,772,102	...	...	5,489,454	3,880,000	1,850,100
VI.—Provincial Rates . . . . .	4,547	3,718,743	...	...	3,723,290	4,200	3,947,900
VII.—Customs . . . . .	4,608,681	32,614	...	...	4,641,295	4,859,300	39,100
VIII.—Assessed Taxes . . . . .	1,061,665	833,800	...	...	1,895,465	1,682,100	848,000
IX.—Forest . . . . .	900,630	838,884	...	...	1,739,514	940,600	897,400
X.—Registration . . . . .	244,335	242,209	...	...	486,544	228,000	226,000
XI.—Tributes from Native States . . . . .	884,029	...	...	...	884,029	939,700	...
<b>TOTAL</b> . . . . .	40,955,192	22,199,081	...	...	63,154,273	42,943,800	24,045,400
<b>XII.—Interest</b> . . . . .	658,712	181,969	20,190	11,370	872,241	705,400	222,700
<b>Post Office, Telegraph, and Mint—</b>							
XIII.—Post Office . . . . .	1,869,217	9,946	...	...	1,879,163	1,885,600	10,600
XIV.—Telegraph . . . . .	1,302,823	...	4,163	2,344	1,309,330	1,070,600	...
XV.—Mint . . . . .	182,044	...	7	4	182,055	76,500	...
<b>TOTAL</b> . . . . .	3,354,084	9,946	4,170	2,348	3,370,548	3,032,700	10,600
<b>Receipts by Civil Departments—</b>							
XVI.—Law and Justice { Courts . . . . .	5,814	351,099	...	...	356,913	7,500	363,300
{ Jails . . . . .	29,746	276,534	...	...	306,280	29,000	299,100
XVII.—Police . . . . .	1,404	446,626	...	...	448,330	1,300	437,000
XVIII.—Marine . . . . .	47,759	152,965	...	...	200,744	30,800	158,600
XIX.—Education . . . . .	1,623	215,895	...	...	217,518	2,100	229,200
XX.—Medical . . . . .	207	87,467	1,622	913	90,209	200	85,800
XXI.—Scientific and other Minor Departments . . . . .	10,972	92,091	303	171	103,537	10,900	60,800
<b>TOTAL</b> . . . . .	97,525	1,622,977	1,925	1,084	1,723,511	81,800	1,663,800
<b>Miscellaneous—</b>							
XXII.—Receipts in aid of Superannuation, etc. . . . .	150,779	55,516	87,639	49,351	343,285	127,400	52,300
XXIII.—Stationery and Printing . . . . .	31,001	49,002	...	...	80,003	30,300	54,000
XXIV.—Exchange . . . . .	43,970	...	...	...	43,970	54,000	...
XXV.—Miscellaneous . . . . .	143,911	325,247	2,929	1,649	473,736	164,800	344,600
<b>TOTAL</b> . . . . .	369,661	429,765	90,568	51,000	940,994	376,500	450,900
<b>Railways—</b>							
XXVI.—State Railways (Gross Receipts) . . . . .	18,985,869	58,296	230	130	19,044,525	19,639,000	56,800
XXVII.—Guaranteed Companies (Net Traffic Receipts) . . . . .	2,201,392	...	...	...	2,201,392	2,995,000	...
XXVIII.—Subsidized Companies (Repayment of Advances of Interest) . . . . .	12,990	...	1,266	713	14,969	44,800	...
<b>TOTAL</b> . . . . .	21,200,251	58,296	1,496	843	21,260,886	22,678,800	56,800
<b>Irrigation—</b>							
XXIX.—Major Works: Direct Receipts . . . . .	1,265,377	1,112,367	...	...	2,377,744	1,551,600	673,600
Portion of Land Revenue due to Irrigation . . . . .	964,738	...	...	...	964,738	989,700	...
XXX.—Minor Works and Navigation . . . . .	57,359	170,023	...	...	227,382	78,600	167,900
<b>TOTAL</b> . . . . .	2,287,474	1,282,390	...	...	3,569,864	2,620,200	841,500
<b>Buildings and Roads—</b>							
XXXI.—Military Works . . . . .	52,561	...	...	...	52,561	54,200	...
XXXII.—Civil Works . . . . .	10,440	559,631	28,911	16,280	615,262	10,500	586,600
<b>TOTAL</b> . . . . .	63,001	559,631	28,911	16,280	667,823	64,700	586,600
<b>Receipts by Military Department—</b>							
XXXIII.—Army: Effective . . . . .	647,207	...	31,959	17,997	697,163	699,600	...
Non-effective . . . . .	88,502	...	14,443	8,133	111,078	90,700	...
Warlike operations . . . . .	73,623	...	...	...	73,623	44,900	...
<b>TOTAL</b> . . . . .	809,332	...	46,402	26,130	881,864	835,200	...
<b>TOTAL REVENUES</b> . . . . .	69,795,232	26,344,955	193,652	109,055	96,442,004	73,339,100	27,878,300

\* The columns headed "Exchange" show under the several heads of Revenue and Expenditure which include transactions in England Exchange thereon calculated according to the average Rate obtained or estimated to be obtained for Bills and Telegraphic Transfers sold during the year.



*INDIA, in India and in England.*

ESTIMATE, 1898-99.				BUDGET ESTIMATE, 1899-1900.						
England.	Exchange.* 15d.	TOTAL.	Increase + Decrease— of Revised, as com- pared with Budget Estimates, 1898-99. (Excluding Ex- change.)	INDIA.		England.	Exchange* 15d.	TOTAL.	Increase + Decrease— of Budget, 1899-1900, as compared with Budget Esti- mates, 1898-99. (Excluding Ex- change.)	Increase + Decrease— of Budget, 1899-1900, as compared with Revised Estimates, 1898-99. (Excluding Ex- change.)
				Imperial.	Provincial and Local.					
£	Rx.	Rx.		Rx.	Rx.	£	Rx.	Rx.		
...	...	27,679,400	+ 111,200	16,014,700	11,627,200	...	...	27,541,900	+ 73,700	-37,500
...	...	5,679,400	+ 349,600	6,003,700	...	...	...	6,003,700	+ 673,900	+ 324,300
...	...	9,047,200	+ 319,200	8,661,900	95,300	...	...	8,757,200	+ 29,200	-290,000
...	...	4,839,900	- 16,000	1,257,400	3,639,700	...	...	4,897,100	+ 41,200	+ 57,200
...	...	5,731,000	+ 13,700	3,911,800	1,866,400	...	...	5,778,200	+ 60,900	+ 47,200
...	...	3,952,100	+ 92,100	4,200	3,947,300	...	...	3,951,500	+ 91,500	-600
...	...	4,898,400	+ 307,900	4,599,300	49,400	...	...	4,648,700	+ 58,200	-249,700
...	...	1,930,100	+ 37,200	1,092,300	856,500	...	...	1,948,800	+ 55,900	+ 18,700
...	...	1,838,000	+ 102,400	919,200	871,500	...	...	1,790,700	+ 55,100	-47,300
...	...	454,000	- 8,200	232,000	229,700	...	...	461,700	- 500	+ 7,700
...	...	939,700	+ 20,300	937,700	...	...	...	937,700	+ 18,300	-2,000
...	...	66,989,200	+ 1,329,400	43,634,200	23,183,000	...	...	66,817,200	+ 1,157,400	-172,000
28,000	14,000	970,100	+ 31,900	700,100	213,500	10,000	5,300	928,900	-600	-32,500
...	...	1,896,200	+ 3,000	1,892,600	10,700	...	...	1,903,300	+ 10,100	+ 7,100
7,400	3,700	1,081,700	-151,600	1,095,000	...	4,200	2,200	1,101,400	-130,400	+ 21,200
...	...	76,500	-2,300	60,500	...	...	...	60,500	-18,300	-16,000
7,400	3,700	3,054,400	-150,900	3,048,100	10,700	4,200	2,200	3,065,200	-138,600	+ 12,300
...	...	370,800	+ 700	7,800	361,200	...	...	369,000	-1,100	-1,800
...	...	328,100	-7,200	32,100	316,600	...	...	348,700	+ 13,400	+ 20,600
...	...	438,300	-12,100	1,400	439,400	...	...	440,800	-9,600	+ 2,500
...	...	189,400	+ 39,600	21,200	156,200	...	...	177,400	+ 27,600	-12,000
...	...	231,300	-4,600	2,500	234,400	...	...	236,900	+ 1,000	+ 5,600
1,500	700	88,200	-1,300	200	87,000	1,500	800	89,500	-100	+ 1,200
400	200	102,300	+ 400	10,800	102,000	300	100	113,200	+ 11,400	+ 11,000
1,900	900	1,748,400	+ 15,500	76,000	1,696,800	1,800	900	1,775,500	+ 42,600	+ 27,100
93,400	46,700	319,800	-900	125,000	52,900	90,400	47,400	315,700	-5,700	-4,800
...	...	84,300	+ 2,400	30,400	52,300	...	...	82,700	+ 800	-1,600
...	...	54,000	-46,000	69,000	...	...	...	69,000	-31,000	+ 15,000
11,500	5,700	526,600	+ 111,100	67,200	316,100	2,500	1,300	387,100	-24,000	-135,100
104,900	52,400	984,700	+ 66,600	291,600	421,300	92,900	48,700	854,500	-59,900	-126,500
200	100	19,696,100	+ 313,200	20,175,500	61,600	200	100	20,237,400	+ 854,500	+ 541,300
...	...	2,995,000	+ 571,000	3,192,500	...	...	...	3,192,500	+ 768,500	+ 197,500
300	200	45,300	+ 28,400	29,500	...	1,000	500	31,000	+ 13,800	-14,600
500	300	22,736,400	+ 912,600	23,397,500	61,600	1,200	600	23,460,900	+ 1,636,800	+ 724,200
...	...	2,225,200	+ 193,200	1,504,100	667,700	...	...	2,171,800	+ 139,800	-53,400
...	...	989,700	+ 17,700	1,043,100	...	...	...	1,043,100	+ 71,100	+ 53,400
...	...	246,800	+ 22,700	73,000	163,200	...	...	236,200	+ 12,100	-10,600
...	...	3,461,700	+ 233,600	2,620,200	830,900	...	...	3,451,100	+ 223,000	-10,600
...	...	54,200	+ 3,900	50,900	...	...	...	50,900	+ 600	-3,300
30,100	15,000	642,200	+ 14,700	10,500	582,400	29,600	15,500	638,000	+ 10,000	-4,700
30,100	15,000	696,400	+ 18,600	61,400	582,400	29,600	15,500	688,900	+ 10,600	-8,000
44,700	22,400	766,700	-10,100	733,400	...	51,900	27,200	812,500	+ 30,900	+ 41,000
15,000	7,500	113,200	+ 6,900	83,200	...	15,500	8,100	106,800	-100	-7,000
...	...	44,900	+ 15,800	...	...	...	...	...	-29,100	-44,900
59,700	29,900	924,800	+ 12,600	816,600	...	67,400	35,300	919,300	+ 1,700	-10,900
232,500	116,200	101,566,100	+ 2,469,900	74,645,700	27,000,200	207,100	108,500	101,961,500	+ 2,873,000	+ 403,100
Add—Increase on account of Ex- change . Rx.			+ 10,800				Add—Increase (+) or Deduct—Decrease (—) on account of Exchange . Rx.			+ 3,100
TOTAL INCLUDING EXCHANGE RX.			+ 2,480,700				TOTAL INCLUDING EXCHANGE RX.			+ 2,876,100
										+ 395,400

## B.—STATEMENT of the EXPENDITURE chargeable on the

HEADS OF EXPENDITURE.	ACCOUNTS, 1897-98.					REVISED	
	INDIA.		England.	Exchange.* 15°35'44".	TOTAL.	INDIA.	
	Imperial.	Provincial and Local.				Imperial.	Provincial and Local.
<b>Direct Demands on the Revenues—</b>	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.
1.—Refunds and Drawbacks . . . . .	201,722	82,622	...	...	284,344	214,100	80,800
2.—Assignments and Compensations . . . . .	505,635	1,036,113	...	...	1,541,748	516,600	1,041,900
<b>Charges in respect of Collection, viz. 1.—</b>							
3.—Land Revenue . . . . .	107,253	4,078,940	901	507	4,187,601	110,800	3,972,100
4.—Opium (including cost of Production) . . . . .	2,386,221	...	1,853	1,043	2,389,117	2,348,800	...
5.—Salt (including cost of Production) . . . . .	433,578	39,437	468	264	473,747	426,000	39,600
6.—Stamps . . . . .	—40,910	138,908	35,844	20,185	154,027	—40,300	137,400
7.—Excise . . . . .	159,149	81,122	123	69	240,463	160,700	82,300
8.—Provincial Rates . . . . .	...	52,530	...	...	52,530	...	55,700
9.—Customs . . . . .	81,531	129,848	...	...	211,379	81,000	134,100
10.—Assessed Taxes . . . . .	16,191	16,087	...	...	32,278	16,700	16,400
11.—Forest . . . . .	525,361	469,807	4,172	2,349	1,001,689	521,700	474,400
12.—Registration . . . . .	124,252	123,628	...	...	247,880	124,000	123,500
<b>TOTAL</b> . . . . .	4,499,993	6,249,043	43,361	24,417	10,816,813	4,450,100	6,158,200
<b>Interest—</b>							
13.—Interest on Debt . . . . .	3,110,536	709,188	4,069,144	2,291,416	10,180,284	3,210,700	719,300
Deduct—Amounts chargeable to Railways† . . . . .	4,079,000	...	1,189,020	670,073	5,039,011	4,267,500	...
" Amounts chargeable to Irrigation . . . . .	729,480	554,760	...	...	1,284,240	754,500	550,100
Remainder chargeable on Ordinary Debt . . . . .	—1,697,053	154,419	2,879,215	1,621,343	2,957,024	—1,811,300	160,200
14.—Interest on other Obligations . . . . .	510,620	4,536	51	29	515,236	514,900	4,000
<b>TOTAL</b> . . . . .	—1,187,333	158,955	2,879,266	1,621,372	3,472,260	—1,206,400	164,200
<b>Post Office, Telegraph, and Mint—</b>							
15.—Post Office . . . . .	1,429,323	132,639	107,165	60,347	1,729,474	1,438,200	127,900
16.—Telegraph . . . . .	767,971	...	181,383	102,140	1,051,494	790,000	...
17.—Mint . . . . .	80,273	...	5,300	2,984	88,557	109,700	...
<b>TOTAL</b> . . . . .	2,277,567	132,639	293,848	165,471	2,865,525	2,337,900	127,900
<b>Salaries and Expenses of Civil Departments—</b>							
18.—General Administration . . . . .	652,089	935,927	257,745	145,141	1,990,902	632,100	948,800
19.—Law and Justice { Courts . . . . .	31,900	3,100,581	3,013	1,697	3,137,191	27,000	3,047,900
Jails . . . . .	144,143	974,560	...	...	1,118,703	143,000	885,800
20.—Police . . . . .	59,162	4,173,693	683	385	4,233,923	61,600	4,112,400
21.—Marine (including River Navigation) . . . . .	164,737	180,025	213,853	120,425	679,040	154,000	177,500
22.—Education . . . . .	17,319	1,561,344	1,541	868	1,581,072	17,700	1,572,000
23.—Ecclesiastical . . . . .	173,579	...	245	138	173,062	170,500	...
24.—Medical . . . . .	29,505	1,299,447	16,931	9,534	1,355,417	40,600	1,502,300
25.—Political . . . . .	833,030	62,730	24,349	13,711	933,820	825,600	70,400
26.—Scientific and other Minor Departments . . . . .	300,272	194,434	26,109	14,702	535,517	320,600	209,500
<b>TOTAL</b> . . . . .	2,405,736	12,482,741	544,469	306,601	15,739,547	2,392,700	12,526,600
<b>Miscellaneous Civil Charges—</b>							
27.—Territorial and Political Pensions . . . . .	427,871	...	9,332	5,255	442,458	419,400	...
28.—Civil Furlough and Absentee Allowances . . . . .	763	...	187,640	105,664	294,067	1,700	...
29.—Superannuation Allowances and Pensions . . . . .	83,166	965,429	1,901,744	1,070,910	4,021,249	81,200	987,000
30.—Stationery and Printing . . . . .	116,364	522,619	54,449	30,661	724,093	121,200	514,400
32.—Miscellaneous . . . . .	40,164	152,714	26,921	15,160	234,959	58,300	154,700
<b>TOTAL</b> . . . . .	668,328	1,640,762	2,180,086	1,227,650	5,716,826	681,800	1,656,100
<b>Famine Relief and Insurance—</b>							
33.—Famine Relief . . . . .	4,678,777	644,111	1,740	980	5,325,608	9,500	35,100
34.—Construction of Protective Railways . . . . .	...	...	...	...	...	695,400	...
35.—Construction of Protective Irrigation Works . . . . .	37,517	...	...	...	37,517	13,500	...
36.—Reduction of Debt . . . . .	...	...	...	...	...	422,600	...
<b>TOTAL††</b> . . . . .	4,716,294	644,111	1,740	980	5,363,125	1,141,000	35,100
<b>Carried over</b> . . . . .	13,380,585	21,308,250	5,942,770	3,346,491	43,978,096	9,737,100	20,668,100

\* See foot-note to Statement A.

† Included under the following heads:—  
State Railways Interest on Debt  
Interest chargeable against Companies on Advances . . .

TOTAL

ACCOUNTS, 1897-98.				REVISED ESTIMATE, 1898-99.			
India.	England.	Exchange.	TOTAL.	India.	England.	Exchange.	TOTAL.
Rx.	£	Rx.	Rx.	Rx.	£	Rx.	Rx.
3,991,278	971,045	546,815	5,509,138	4,135,100	966,000	483,800	5,585,500
87,731	218,984	133,358	439,673	132,400	218,000	109,500	460,800
<b>TOTAL</b>	<b>1,189,929</b>	<b>679,073</b>	<b>5,039,011</b>	<b>4,267,500</b>	<b>1,185,800</b>	<b>593,000</b>	<b>6,046,300</b>



*Revenues of India, in India and in England.*

ESTIMATE, 1898-99.			Increase + Decrease — of Revised, as compared with Budget Estimates, 1898-99. (Excluding Ex- change.)	BUDGET ESTIMATE, 1899-1900.					Increase + Decrease — of Budget, 1899-1900, as compared with Budget Estimates, 1898-99. (Excluding Ex- change.)	Increase + Decrease — of Budget, 1899-1900, as compared with Revised Estimates, 1898-99. (Excluding Ex- change.)
England.	Exchange.* 15d.	Total.		INDIA.		England.	Exchange.* 15d.	Total.		
Rs.	Rs.	Rs.		Imperial.	Provincial and Local.	£	Rs.	Rs.		
...	...	294,900	—15,800	218,100	79,300	...	...	297,400	—13,300	+2,500
...	...	1,558,500	—10,900	527,600	1,033,600	...	...	1,581,200	+11,800	+22,700
1,400	700	4,085,000	—59,100	106,100	4,102,000	900	400	4,209,400	+65,600	+124,700
1,600	500	2,351,200	—305,000	2,653,900	...	2,200	1,100	2,657,200	+700	+305,700
300	200	466,100	—53,500	491,200	45,200	600	300	537,300	+17,600	+71,100
36,500	18,200	151,800	—3,900	—41,700	142,100	39,300	20,600	160,300	+2,200	+6,100
...	...	243,000	—7,100	173,100	88,500	100	100	261,800	+11,600	+18,700
...	...	55,700	+3,300	...	60,600	...	...	60,600	+8,200	+4,900
100	100	215,300	—100	81,900	150,200	100	100	232,300	+16,900	+17,000
...	...	33,100	+400	16,800	16,700	...	...	33,500	+800	+400
9,400	4,700	1,010,200	—41,600	552,800	503,900	7,200	3,800	1,067,700	+16,800	+58,400
...	...	247,500	—3,800	127,600	127,300	...	...	254,900	+3,600	+7,400
49,300	24,700	10,712,300	—497,100	4,907,400	6,569,400	50,400	26,400	11,353,600	+142,500	+639,600
3,991,700	1,995,900	9,917,600	—140,500	3,226,000	723,500	4,022,600	2,107,000	10,079,100	—90,100	+50,400
1,185,800	593,000	6,046,300	+54,100	4,454,500	...	1,178,500	617,300	6,250,300	—125,600	—179,700
...	...	1,313,600	+900	782,800	563,100	...	...	1,345,900	—31,400	—32,300
2,805,900	1,402,900	2,557,700	—85,500	—2,011,300	160,400	2,844,100	1,489,700	2,482,900	—247,100	—161,600
100	100	519,100	—1,200	526,900	4,200	100	100	531,300	+11,000	+12,200
2,806,000	1,403,000	3,076,800	—86,700	—1,484,400	164,600	2,844,200	1,489,800	3,014,200	—236,100	—149,400
110,000	55,000	1,731,100	—37,400	1,515,200	131,700	94,700	49,600	1,791,200	+28,100	+65,500
169,900	84,900	1,044,800	—26,900	850,300	...	181,900	95,300	1,127,500	+45,400	+72,300
3,500	1,800	115,000	+49,000	63,700	...	1,300	700	65,700	+800	—48,200
283,400	141,700	2,890,900	—15,300	2,429,200	131,700	277,900	145,600	2,984,400	+74,300	+89,600
253,300	126,700	1,960,900	+11,200	637,100	942,100	253,300	132,700	1,965,200	+9,500	—1,700
1,300	600	3,076,800	—43,400	27,400	3,127,600	400	200	3,155,600	+35,800	+79,200
...	...	1,028,800	—46,200	148,100	935,800	...	...	1,083,900	+8,900	+55,100
800	400	4,175,200	—26,400	64,900	4,238,100	600	300	4,303,900	+102,400	+128,800
215,500	107,800	654,800	—4,000	158,200	193,000	226,500	118,700	696,400	+26,700	+30,700
1,900	900	1,592,500	—59,900	18,900	1,654,300	1,500	800	1,675,500	+23,200	+83,100
800	400	171,700	—16,700	185,200	...	400	200	185,800	—2,400	+14,300
10,700	5,300	1,558,900	+331,800	248,000	1,430,100	10,300	5,400	1,693,800	+466,600	+134,800
24,100	12,100	932,200	—81,600	908,200	72,100	23,700	12,400	1,016,400	+2,300	+83,900
22,700	11,300	564,100	—10,600	332,700	232,900	26,900	14,100	606,600	+29,100	+39,700
531,800	265,500	15,715,900	+54,200	2,728,700	12,826,000	543,600	284,800	16,383,100	+702,100	+647,900
11,400	5,700	436,500	+7,200	410,300	...	11,400	6,000	427,700	—1,900	—9,100
262,300	131,100	395,100	+37,300	700	...	226,000	118,400	345,100	...	—37,300
944,000	972,000	3,984,200	+14,200	78,600	1,014,600	1,969,000	1,031,400	4,093,600	+64,200	+50,000
48,500	24,200	708,300	+21,400	111,700	555,000	49,300	25,800	721,800	+33,300	+11,600
24,700	12,400	250,100	+21,000	33,200	180,700	27,200	14,200	255,300	+24,400	+3,400
290,900	1,145,400	5,774,200	+101,100	634,500	1,730,300	2,282,900	1,195,800	5,843,500	+120,000	+18,900
...	...	44,600	—40,500	200	5,500	...	...	5,700	—79,400	—38,900
...	...	695,400	+27,100	490,000	...	...	...	490,000	—178,300	—205,400
...	...	13,500	—6,500	30,000	...	...	...	30,000	+10,000	+16,500
...	...	422,600	+96,800	603,900	...	...	...	603,900	+278,100	+181,300
...	...	1,176,100	+76,900	1,124,100	5,500	...	...	1,129,600	+30,400	—46,500
960,700	2,980,300	39,346,200	—366,900	10,339,500	21,227,500	5,999,000	3,142,400	40,708,400	+833,200	+1,200,100

## BUDGET ESTIMATE, 1899-1900.

India.	England.	Exchange.	Total.
Rs.	£	Rs.	Rs.
284,400	959,600	502,600	5,746,600
170,100	218,900	114,760	503,700
454,500	1,178,500	617,300	6,255,300

†† The following further sums, which are included under XXVI and 38, — State Railways, are chargeable to the grant for Famine Relief and Insurance as representing the net charge on the Revenues on account of Protective Railways constructed through the agency of Companies:—

	Accounts, 1897-98.	Revised Estimate, 1898-99.	Budget Estimate, 1899-1900.
Indian Midland Railway	152,381	130,200	136,100
Bengal-Nagpur Railway	200,567	193,700	234,300
TOTAL . F1	352,948	323,900	370,400

## B.—STATEMENT of the EXPENDITURE chargeable on the

HEADS OF EXPENDITURE.	ACCOUNTS, 1897-98.					REVISED	
	INDIA.		England.	Exchange.* 15/354d.	TOTAL.	INDIA.	
	Imperial.	Provincial and Local.				Imperial.	Provincial and Local.
	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.
Brought forward . . . . .	13,380,585	21,308,250	5,942,770	3,346,491	43,978,096	9,737,100	20,668,100
37.—Construction of Railways (Charged against Revenue in addition to that under Famine Insurance) . . . . .	...	3,792	...	...	3,792	...	4,200
<b>Railway Revenue Account—</b>							
38.—State Railways: Working Expenses . . . . .	9,156,546	44,656	...	...	9,201,202	9,826,200	50,400
Interest on Debt . . . . .	3,991,278	...	971,045	546,815	5,509,138	4,135,100	...
Annuities in purchase of Railways . . . . .	...	...	1,712,419	964,296	2,676,715	...	...
Interest chargeable against Companies on Advances . . . . .	87,731	...	218,884	123,258	429,873	132,400	...
Interest on Capital deposit- ed by Companies . . . . .	16,584	...	784,779	441,925	1,243,288	16,100	...
39.—Guaranteed Companies: Surplus Pro- fits, Land and Su- pervision . . . . .	126,213	...	...	...	126,213	418,900	...
Interest . . . . .	8,899	...	2,154,784	1,213,401	3,377,084	10,900	...
40.—Subsidized Companies: Land, etc. . . . .	103,577	10,183	...	...	113,760	138,900	10,200
41.—Miscellaneous Railway Expenditure . . . . .	15,475	754	...	...	16,229	64,600	—500
<b>TOTAL</b> . . . . .	13,506,303	55,593	5,841,911	3,289,695	22,693,502	14,743,100	60,100
<b>Irrigation—</b>							
42.—Major Works: Working Expenses . . . . .	506,267	385,852	...	...	892,119	537,400	393,600
Interest on Debt . . . . .	729,480	554,769	...	...	1,284,249	754,500	559,100
43.—Minor Works and Navigation . . . . .	294,522	671,449	1,117	629	967,717	286,500	687,100
<b>TOTAL</b> . . . . .	1,530,269	1,612,070	1,117	629	3,144,085	1,578,400	1,639,800
<b>Buildings and Roads—</b>							
44.—Military Works . . . . .	1,059,540	...	69,633	39,212	1,168,385	1,113,600	...
45.—Civil Works . . . . .	302,120	3,822,028	80,866	45,537	4,250,551	405,400	4,088,200
<b>TOTAL</b> . . . . .	1,361,660	3,822,028	150,499	84,749	5,418,936	1,519,000	4,088,200
<b>Army Services—</b>							
46.—Army: Effective . . . . .	15,592,162	...	1,804,263	1,016,016	18,412,441	15,595,900	...
Non-Effective . . . . .	922,385	...	2,414,845	1,359,847	4,697,077	945,600	...
Warlike operations . . . . .	3,847,992	...	25,119	14,145	3,887,256	1,023,700	...
<b>TOTAL</b> . . . . .	20,362,539	...	4,244,227	2,390,008	26,996,774	17,565,200	...
<b>Special Defence Works—</b>							
47.—Special Defence Works . . . . .	—4,020	...	17,739	9,989	23,708	100	...
<b>TOTAL EXPENDITURE, IMPERIAL AND PROVINCIAL</b> . . . . .	50,137,336	26,801,733	16,198,263	9,121,561	102,258,893	45,142,900	26,460,400
<b>Add—Special Grants to Provincial Govern- ments</b> . . . . .	...	...	...	...	...	...	700,000
<b>Do.—Portion of Allotments to Provincial Governments not spent by them in the year</b> . . . . .	...	203,232	...	...	...	...	719,900
<b>Deduct—Portion of Provincial Expenditure defrayed from Provincial balances</b> . . . . .	...	650,910	...	...	457,678	...	2,000
<b>Total Expenditure charged against Revenue</b> . . . . .	50,137,336	26,344,055	16,198,263	9,121,561	101,801,215	45,142,900	27,878,300

## Expenditure not charged to Revenue—

## Capital Outlay, Railways and Irrigation Works—

ACCOUNTS, 1897-98.				
India.	England.	Exchange.	Total.	
Rx.	£	Rx.	Rx.	
48.—State Railways . . . . .	2,367,425	809,010	455,570	3,632,005
49.—Irrigation Works . . . . .	682,157	6,573	3,701	692,431
50.—Miscellaneous Public Improvements . . . . .	4,105	...	...	4,105
TOTAL . . . . .	3,053,687	815,583	459,271	4,328,541

\* See foot-note to Statement A.



## Revenues of India, in India and in England—continued.

ESTIMATE, 1898-99.			Increase + Decrease— of Revised, as compared with Budget Estimates, 1898-99. (Excluding Exchange.)	BUDGET ESTIMATE, 1899-1900.					Increase + Decrease— of Budget, 1899-1900, as compared with Budget Estimates, 1898-99. (Excluding Exchange.)	Increase + Decrease— of Budget, 1899-1900, as compared with Revised Estimates, 1898-99. (Excluding Exchange.)
England.	Exchange* 1898.	TOTAL.		INDIA.		England.	Exchange* 1899.	TOTAL.		
				Imperial.	Provincial and Local.					
£	Rx.	Rx.	Rx.	Rx.	£	Rx.	Rx.			
5,960,700	2,980,300	39,346,200	—366,500	10,339,500	21,227,500	5,999,000	3,142,400	40,708,400	+ 833,200	+ 1,200,100
...	...	4,200	—1,600	...	3,600	...	...	3,600	—2,200	—600
...	...	9,876,600	+ 106,100	10,005,000	42,000	...	...	10,047,000	+ 276,500	+ 170,400
966,900	483,500	5,585,500	—52,600	4,284,400	...	959,600	502,600	5,746,600	+ 89,400	+ 142,000
1,714,000	857,000	2,571,000	—1,800	...	...	1,719,200	900,500	2,619,700	+ 3,400	+ 5,200
218,900	109,500	460,800	—1,500	170,100	...	218,900	114,700	503,700	+ 36,200	+ 37,700
811,900	405,900	1,233,900	...	17,300	...	853,500	447,100	1,317,900	+ 42,800	+ 42,800
...	...	418,900	+ 106,100	563,500	...	...	...	563,500	+ 250,700	+ 144,600
2,162,500	1,081,200	3,254,600	—6,900	8,200	...	2,185,300	1,144,700	3,330,200	+ 13,200	+ 20,100
...	...	149,100	—81,200	114,700	10,200	...	...	124,900	—105,400	—24,200
...	...	64,100	—15,900	80,000	...	...	...	80,000	...	+ 15,900
5,874,200	2,937,100	23,614,500	+ 52,300	15,243,200	52,200	5,936,500	3,109,600	24,341,500	+ 606,800	+ 554,500
...	...	931,000	+ 12,400	560,000	398,100	...	...	958,100	+ 39,500	+ 27,100
...	...	1,313,000	—900	782,800	563,100	...	...	1,345,900	+ 31,400	+ 32,300
2,600	1,300	977,500	—3,200	314,400	715,500	600	300	1,030,800	+ 51,100	+ 54,300
2,600	1,300	3,222,100	+ 8,300	1,657,200	1,676,700	600	300	3,334,800	+ 122,000	+ 113,700
56,000	28,000	1,197,600	+ 2,200	1,299,600	...	14,900	7,800	1,322,300	+ 147,100	+ 144,900
100,600	50,300	4,644,500	—19,000	385,900	4,964,900	87,500	45,800	5,484,100	+ 650,100	+ 844,100
156,600	78,300	5,842,100	—191,800	1,685,500	4,964,900	102,400	53,600	6,806,400	+ 797,200	+ 989,000
1,879,000	940,000	18,415,800	—147,800	15,960,800	...	1,991,000	1,042,900	18,994,700	+ 328,200	+ 476,000
2,426,700	1,213,300	4,585,600	—61,000	912,600	...	2,496,800	1,307,800	4,717,200	—23,900	+ 37,100
17,500	8,700	1,049,900	—455,000	38,900	...	5,300	2,800	47,000	—1,452,000	—997,000
4,324,100	2,162,000	24,051,300	—663,800	16,912,300	...	4,493,100	2,353,500	23,758,900	—1,147,700	—483,900
5,500	2,800	8,400	+ 5,600	...	...	...	...	...	...	—5,600
6,323,700	8,161,800	96,088,800	—1,157,900	45,837,700	27,924,900	16,531,600	8,659,400	98,953,600	+ 1,209,300	+ 2,367,200
...	...	700,000	+ 700,000	...	...	...	...	...	...	—700,000
...	...	717,900	+ 834,700	{	...	...	...	924,700	—807,900	—1,642,600
...	...		...		924,700	...				
6,323,700	8,161,800	97,506,700	+ 376,800	45,837,700	27,000,200	16,531,600	8,659,400	98,028,900	+ 401,400	+ 24,600
Deduct—Decrease on account of Ex- change . Rx.			—1,064,100	Add—Increase (+) or Deduct—Decrease (—) on account of Exchange . Rx.				—566,500	+ 497,600	
TOTAL INCLUDING EX- CHANGE . Rx.			—687,300	TOTAL INCLUDING EX- CHANGE . Rx.				—165,100	+ 522,200	
REVISED ESTIMATE, 1898-99.				BUDGET ESTIMATE, 1899-1900.						
India.	England.	Exchange.	Total.	India.	England.	Exchange.	Total.			
Rx.	£	Rx.	Rx.	Rx.	£	Rx.	Rx.			
1,700,200	788,000	394,000	2,882,200	2,427,300	681,000	356,700	3,465,000			
687,600	3,100	1,500	692,200	848,300	1,100	600	850,000			
—4,100	...	...	—4,100	...	...	...	...			
2,383,700	791,100	395,500	3,570,300	3,275,600	682,100	357,300	4,315,000			

\* See footnote to Statement A.

*C.—Statement of Receipts and Disbursements*

	ACCOUNTS, 1897-98.			REVISED ESTIMATE, 1898-99.			BUDGET ESTIMATE, 1899-1900.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£		Rx.	£		Rx.	£	
Revenue (from Statement A) . . . . .	96,139,287	193,662	96,332,949	101,217,400	232,500	101,449,900	101,645,900	207,100	101,853,000
Exchange added to Revenue . . . . .	109,055	...	109,055	116,200	...	116,200	103,500	...	103,500
TOTAL . . . . .	96,248,342	193,662	96,442,004	101,333,600	232,500	101,566,100	101,754,400	207,100	101,961,500
Permanent Debt incurred—									
Sterling Debt—									
India 2½ p. c. Stock . . . . .	...	3,500,000		...	5,297,700		...	...	
Rupee Debt—									
3½ p. c. Rupee Loan . . . . .	3,000,120	...		1,200,000	...		...	...	
TOTAL . . . . .	3,000,120	3,500,000	6,500,120	1,200,000	5,297,700	6,497,700	...	...	...
NET . . . . .			6,077,779			2,867,600			0
Temporary Debt incurred—									
Temporary Loans . . . . .	...	6,000,000	6,000,000	...	4,500,000	4,500,000	...	4,500,000	4,500,000
NET . . . . .			5,000,000			0			0
Unfunded Debt—									
Treasury Notes . . . . .	200	...		...	...		...	...	
Deposits of Service Funds . . . . .	142,309	...		143,200	...		144,800	...	
Savings Bank Deposits . . . . .	3,867,850	...		3,956,200	...		4,065,500	...	
TOTAL . . . . .	4,010,359	...	4,010,359	4,099,400	...	4,099,400	4,210,300	...	4,210,300
NET . . . . .			0			291,600			521,000
Deposits and Advances—									
Balances of Provincial Allotments . . . . .	203,232	...		1,419,900	...		...	...	
Appropriation for reduction of Debt . . . . .	...	...		422,600	...		603,900	...	
Excluded Local Funds . . . . .	851,848	...		804,700	...		803,400	...	
Railway Funds . . . . .	49,179	...		74,000	...		52,100	...	
Deposits of Sinking Funds . . . . .	12,500	...		13,100	...		13,700	...	
Departmental and Judicial Deposits . . . . .	22,472,638	...		19,972,200	...		20,198,100	...	
Advances . . . . .	8,657,183	2,097		10,033,800	200		3,517,100	...	
Suspense Accounts . . . . .	212,810	...		75,300	...		24,200	...	
Exchange on Remittance Accounts, net . . . . .	4,655,176	...		...	...		418,400	...	
Miscellaneous . . . . .	133,308	150		...	...		...	...	
TOTAL . . . . .	37,254,874	2,247	37,257,121	32,815,600	200	32,815,800	25,628,900	...	25,628,900
NET . . . . .			2,944,650			869,900			0
Carried over . . . . .	140,523,695	9,695,999		139,448,600	10,030,400		131,593,000	4,767,100	



*of the Government of India, in India and in England.*

	ACCOUNTS, 1897-98.			REVISED ESTIMATE, 1898-99.			BUDGET ESTIMATE, 1899-1900.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£		Rx.	£		Rx.	£	
Expenditure, Imperial and Provincial (from Statement B) . . . . .	76,939,069	16,198,263	93,137,332	71,603,300	16,323,700	87,927,000	73,762,600	16,531,600	90,294,200
Exchange, charged as Expenditure . . . . .	9,121,561	...	9,121,561	8,161,800	...	8,161,800	8,659,400	...	8,659,400
Add—Provincial Surpluses, transferred to "Deposits" . . . . .	203,232	...	203,232	1,419,900	...	1,419,900	...	...	...
Deduct—Provincial Deficits, charged against "Deposits" . . . . .	660,910	...	660,910	2,000	...	2,000	924,700	...	924,700
<b>TOTAL</b> . . . . .	83,602,952	16,198,263	101,801,215	81,183,000	16,323,700	97,506,700	81,497,300	16,531,600	98,028,900
<b>Expenditure not charged to Revenue—</b>									
Capital outlay on Railways and Irrigation Works . . . . .	3,053,687	815,583		2,383,700	791,100		3,275,600	682,100	
Exchange on Expenditure not charged to Revenue . . . . .	459,271	...		395,500	...		357,300	...	
<b>TOTAL</b> . . . . .	3,512,958	815,583	4,328,541	2,779,200	791,100	3,570,300	3,632,900	682,100	4,315,000
<b>Permanent Debt discharged—</b>									
<i>Sterling Debt—</i>									
India 4 p. c. Stock . . . . .	...	2,802		...	200		...	...	
India 3½ p. c. Debentures . . . . .	...	...		...	3,000,000		...	...	
Oude and Rohilkund Railway Debenture Stock . . . . .	...	...		...	384,700		...	...	
<i>Rupce Debt—</i>									
5½ p. c. Loans . . . . .	...	...		100	...		...	...	
5 p. c. Loans . . . . .	...	...		17,000	...		...	...	
4½ p. c. Loans . . . . .	7,950	...		4,000	...		4,000	...	
4 p. c. Loans . . . . .	210,203	...		157,500	...		100,000	...	
3½ p. c. Loans . . . . .	192,210	...		56,000	...		26,000	...	
Treasury Bills . . . . .	...	...		600	...		...	...	
Stock Notes . . . . .	176	...		...	...		...	...	
<b>TOTAL NET</b> . . . . .	419,539	2,802	422,341	245,200	3,384,900	3,630,100	190,000	...	100,000
<b>Temporary Debt discharged—</b>									
Temporary Loans . . . . .	...	1,000,000	1,000,000	...	6,000,000	6,000,000	...	4,500,000	4,500,000
<b>NET</b> . . . . .			0			1,500,000			0
<b>Unfunded Debt—</b>									
Special Loans . . . . .	12,139	...		...	...		...	...	
Deposits of Service Funds . . . . .	113,608	...		113,700	...		113,300	...	
Savings Bank Deposits . . . . .	4,192,798	...		3,694,100	...		3,575,100	...	
<b>TOTAL NET</b> . . . . .	4,318,545	...	4,318,545	3,807,800	...	3,807,800	3,688,400	...	3,688,400
<b>Deposits and Advances—</b>									
Balances of Provincial Allotments . . . . .	660,910	...		2,000	...		924,700	...	
Excluded Local Funds . . . . .	852,089	...		787,400	...		773,000	...	
Railway Funds . . . . .	61,162	...		74,200	...		51,500	...	
Departmental and Judicial Deposits . . . . .	22,331,279	...		19,846,600	...		20,239,500	...	
Advances . . . . .	9,506,048	938		9,901,900	...		3,410,800	...	
Suspense Accounts . . . . .	200,408	...		39,100	...		17,000	...	
Exchange on Remittance Accounts, net . . . . .	...	...		956,500	...		...	...	
Miscellaneous . . . . .	698,648	979		335,200	...		336,800	...	
<b>TOTAL NET</b> . . . . .	34,310,544	1,917	34,312,461	31,945,900	...	31,945,900	25,753,500	...	25,753,500
<b>Carried over</b> . . . . .	128,164,538	18,018,565		110,961,100	26,499,700		114,762,100	21,713,700	124,600

## C.—Statement of Receipts and Disbursements

	ACCOUNTS, 1897-98.			REVISED ESTIMATE, 1898-99.			BUDGET ESTIMATE, 1899-1900.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£		Rx.	£		Rx.	£	
Brought forward	140,513,695	9,695,909		139,448,600	10,304,400		131,593,600	4,707,100	
Loans and Advances by Imperial Government	100,109	...	100,109	140,800	...	140,800	116,100	...	116,100
NET			44,963			40,000			0
Loans and Advances by Provincial Governments	858,044	...	858,044	893,400	...	893,400	624,700	...	624,700
NET			0			222,500			0
Capital Receipts from Railway Companies—									
On account of Subscribed Capital	660,654	1,190,500		1,077,800	1,688,600		525,600	2,718,600	
Repayments	1,423,847	4,061		1,577,700	43,200		1,356,700	3,000	
TOTAL	2,084,501	1,194,561	3,279,062	2,655,500	2,031,800	4,687,300	1,882,300	2,721,600	4,603,900
NET			0			0			0
Remittances—									
Inland Money Orders	25,714,421	...		26,850,000	...		28,000,000	...	
Other Local Remittances	...	...		739,100	...		751,900	...	
Other Departmental Accounts	423,844	...		780,200	...		488,000	...	
Net Receipts by Civil Treasuries from—									
Post Office	...	...		216,500	...		373,400	...	
Telegraph	140,445	...		37,000	...		11,300	...	
Guaranteed Railways	2,559,191	...		3,583,000	...		3,115,300	...	
Public Works	...	...		1,904,900	...		937,000	...	
Net Receipts from Civil Treasuries by—									
Post Office	357,579	...		...	...		...	...	
Marine	221,307	...		205,300	...		239,300	...	
Military	18,562,120	...		16,114,900	...		15,422,400	...	
Public Works	794,622	...		...	...		...	...	
Remittance Account between England and India—									
Railway transactions	891,936	595,731		939,300	1,002,000		1,238,000	502,000	
Other	1,053,186	213,193		488,500	230,900		421,100	166,800	
TOTAL	50,718,631	808,929	51,527,560	51,858,700	1,232,900	53,091,600	50,997,700	668,800	51,666,500
NET			0			745,200			0
Secretary of State's Bills drawn	...	9,506,077	9,506,077	...	19,000,000	19,000,000	...	17,000,000	17,000,000
TOTAL RECEIPTS	194,275,000	21,205,476		194,997,000	32,295,100		185,214,400	25,097,500	
Opening Balance	13,973,752	2,832,354		15,982,443	2,534,244		17,072,043	4,304,444	
GRAND TOTAL	208,148,752	24,037,830		210,979,443	34,829,344		202,286,443	29,401,944	

FORT WILLIAM,  
FINANCE AND COMMERCE DEPARTMENT;  
The 20th March 1899.

W. H. DOBBIE,  
Deputy Comptroller General.



*of the Government of India, in India and in England—continued.*

	ACCOUNTS, 1897-98.			REVISED ESTIMATE, 1898-99.			BUDGET ESTIMATE, 1899-1900.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
Brought forward	Rx. 128,164,538	£ 18,018,565		Rx. 119,961,100	£ 26,499,700		Rx. 114,762,100	£ 21,713,700	
Loans and Advances by Imperial Government	55,146	...	55,146	100,800	...	100,800	127,900	...	127,900
NET			0			0			11,800
Loans and Advances by Provincial Governments	1,411,593	...	1,411,593	670,900	...	670,900	861,700	...	861,700
NET			553,549			0			237,000
Payments to Railway Companies on Capital Account—									
For discharge of Debentures	...	24,123		...	805,500		...	1,248,600	
For Expenditure	3,146,849	1,514,927		3,528,800	1,823,900		2,663,600	1,948,700	
TOTAL	3,146,849	1,539,050	4,685,899	3,528,800	2,629,400	6,158,200	2,663,600	3,197,300	5,860,900
NET			1,406,837			1,470,900			1,257,000
Remittances—									
Inland Money Orders	25,714,510	...		26,850,000	...		28,000,000	...	
Other Local Remittances	244,503	...		739,100	...		751,900	...	
Other Departmental Accounts	429,615	...		780,200	...		488,000	...	
Net Payments into Civil Treasuries by—									
Post Office	...	...		216,500	...		373,400	...	
Telegraph	140,485	...		37,000	...		11,300	...	
Guaranteed Railways	2,559,191	...		3,523,000	...		3,115,300	...	
Public Works	...	...		1,224,900	...		937,000	...	
Net Issues from Civil Treasuries to—									
Post Office	357,579	...		...	...		...	...	
Marine	224,333	...		205,300	...		239,300	...	
Military	18,562,120	...		16,114,900	...		15,422,400	...	
Public Works	804,260	...		...	...		...	...	
Remittance Account between England and India—									
Railway transactions	502,497	895,170		1,002,000	939,300		502,000	1,238,000	
Other	226,345	1,050,801		257,700	456,500		199,000	433,600	
TOTAL	49,915,438	1,945,971	51,861,409	50,950,600	1,395,800	52,346,400	50,039,600	1,673,600	51,713,200
NET	...	...	333,829			0			46,700
Secretary of State's Bills paid	9,472,745	...	9,472,745	18,695,200	...	18,695,200	17,152,100	...	17,152,100
TOTAL DISBURSEMENTS	192,166,309	21,503,586	*	193,907,400	30,524,900		185,607,000	26,584,600	
Closing Balance	15,982,443	2,534,244		17,072,043	4,304,444		16,679,443	2,817,314	
GRAND TOTAL	208,148,752	24,037,830		210,979,443	34,829,344		202,286,443	29,401,914	

A. F. COX,  
Comptroller General.

H. H. RISLEY,  
Offg. Secretary to the Government of India.

*D.—Account of Provincial and Local Savings charged to Revenue, and held at the disposal of Provincial Governments under their Provincial Settlements.*

**Provincial and Local Balances.**

NOTE.—These balances do not include the Balances of Deposits and Advances upon Local Fund Accounts.

	India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
<b>Accounts, 1897-98.</b>										
Balance at end of 1896-97	12,735	46,726	413,744	128,319	569,652	60,638	200,886	616,069	523,347	2,572,116
Added in 1897-98	...	...	177,510	...	...	25,722	...	...	...	203,232
Spent in 1897-98	1,407	10,885	...	39,637	279,146	...	2,111	170,433	157,291	660,910
Balance at end of 1897-98	11,328	35,841	591,254	88,682	290,506	86,360	198,775	445,636	366,056	2,114,438
<b>Revised Estimate, 1898-99.</b>										
Balance at end of 1897-98 (by Accounts).	11,328	35,841	591,254	88,682	290,506	86,360	198,775	445,636	366,056	2,114,438
Added in 1898-99	...	44,800	279,600	63,100	284,400	378,500	126,700	146,100	96,700	1,419,900
Spent in 1898-99	2,000	...	...	...	...	...	...	...	...	2,000
Balance at end of 1898-99	9,328	80,641	870,854	151,782	574,906	464,860	325,475	591,736	462,756	3,532,338
<b>Budget Estimate, 1899-1900.</b>										
Balance at end of 1898-99 (by Revised Estimate).	9,328	80,641	870,854	151,782	574,906	464,860	325,475	591,736	462,756	3,532,338
Spent in 1899-1900	900	23,900	126,800	117,200	145,700	80,000	66,100	196,300	167,800	924,700
Balance at end of 1899-1900	8,428	56,741	744,054	34,582	429,206	384,860	259,375	395,436	294,956	2,607,638

W. H. DOBBIE,  
Deputy Comptroller General.

A. F. COX,  
Comptroller General. \*

H. H. RISLEY,  
Offg. Secretary to the Government of India.

FORT WILLIAM,  
FINANCE AND COMMERCE DEPARTMENT;  
The 20th March 1899.



# E.—Statement of Net Revenue and Expenditure—India and England.

## Part I.—Income.

REVENUE.	Accounts, 1897-98.		Revised Estimate, 1898-99.		Budget Estimate, 1899-1900.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
I.—Land Revenue, etc.:						
1. Land Revenue . . . . .	25,620,285		27,627,600		27,590,000	
2. Forest . . . . .	1,735,027		1,834,600		1,775,500	
3. Tributes from Native States . . . . .	883,629		939,700		947,500	
Deduct,—	28,241,941		30,419,900		30,315,300	
Assignments . . . . .	1,117,466		1,125,600		1,148,300	
NET . . . . .	—	27,127,475	—	29,276,300	—	29,167,000
II.—Opium, Net Receipts . . . . .	2,788,744		3,326,500		3,344,500	
Deduct,—						
Assignments . . . . .	5,009		5,100		5,100	
NET . . . . .	—	2,783,645	—	3,321,400	—	3,339,400
III.—Taxation:						
1. Salt . . . . .	8,565,524		9,008,900		8,723,600	
2. Stamps . . . . .	4,783,077		4,784,500		4,741,500	
3. Excise . . . . .	5,455,441		5,701,000		5,725,500	
4. Provincial Rates . . . . .	3,717,560		3,946,000		3,946,400	
5. Customs . . . . .	4,555,073		4,803,200		4,541,500	
6. Assessed Taxes . . . . .	1,881,233		1,917,900		1,931,500	
7. Registration . . . . .	48,149		452,600		40,000	
Deduct,—	29,417,127		30,614,700		30,202,000	
Assignments . . . . .	419,183		427,800		427,800	
NET . . . . .	—	29,027,944	—	30,186,900	—	29,775,000
IV.—Miscellaneous Receipts (i.e., Mint, Gain by Exchange and Miscellaneous) . . . . .	—	376,245	—	292,000	—	195,600
Excess of Expenditure over Income . . . . .	—	59,315,309	—	63,076,600	—	62,477,000
	—	5,359,211	—	—	—	—
	—	64,674,520	—	63,076,600	—	62,477,000

## Part II.—Expenditure.

CHARGES.	Accounts, 1897-98.		Revised Estimate, 1898-99.		Budget Estimate, 1899-1900.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
I.—Debt Services . . . . .	—	2,600,019	—	2,106,700	—	2,085,300
II.—Military Services:						
1. Army . . . . .	26,114,910		23,125,500		22,830,600	
2. Military Works . . . . .	1,115,824		1,143,400		1,271,400	
3. Special Defence Works . . . . .	23,708		8,400		—	
TOTAL . . . . .	—	27,254,442	—	24,278,300	—	24,111,000
III.—Collection of Revenue:						
1. Land Revenue, including District Administration . . . . .	4,187,601		4,085,000		4,209,400	
2. Forest . . . . .	1,001,680		1,010,200		1,017,700	
3. Other Heads . . . . .	1,412,314		1,112,500		1,540,700	
TOTAL . . . . .	—	6,601,604	—	6,507,700	—	6,817,800
IV.—Commercial Services:						
Net expenditure—						
Railway . . . . .	1,432,616		878,100		880,600	
Telegraph . . . . .	—		—		20,100	
	1,432,616		878,100		900,700	
Deduct—Net Receipts—						
Irrigation . . . . .	425,779		239,600		116,300	
Post Office . . . . .	149,680		165,100		112,000	
Telegraph . . . . .	257,836		36,900		—	
	833,304		441,600		228,300	
NET . . . . .	—	599,312	—	436,500	—	678,300
V.—Civil Services:						
1. Civil Departments . . . . .	14,016,036		13,977,500		14,607,600	
2. Miscellaneous Civil Charges . . . . .	5,058,579		5,120,000		5,189,800	
3. Famine Relief and Insurance . . . . .	5,303,225		1,176,100		1,129,600	
4. Construction of Railways (charged against Revenue in addition to that under Famine Insurance) . . . . .	3,792		4,200		3,600	
5. Civil Works . . . . .	3,635,289		4,002,300		4,846,100	
Add or Deduct,—	28,046,821		24,270,100		25,776,700	
Provincial Surplus or Deficit . . . . .	45,673		1,417,000		924,700	
TOTAL . . . . .	—	27,619,143	—	25,678,000	—	24,852,000
Excess of Income over Expenditure . . . . .	—	64,674,520	—	59,017,200	—	55,544,400
	—	—	—	4,059,400	—	3,934,600
	—	64,674,520	—	63,076,600	—	62,477,000

W. H. DOBBIE,

Deputy Comptroller General.

FORT WILLIAM,

FINANCE AND COMMERCE DEPARTMENT;

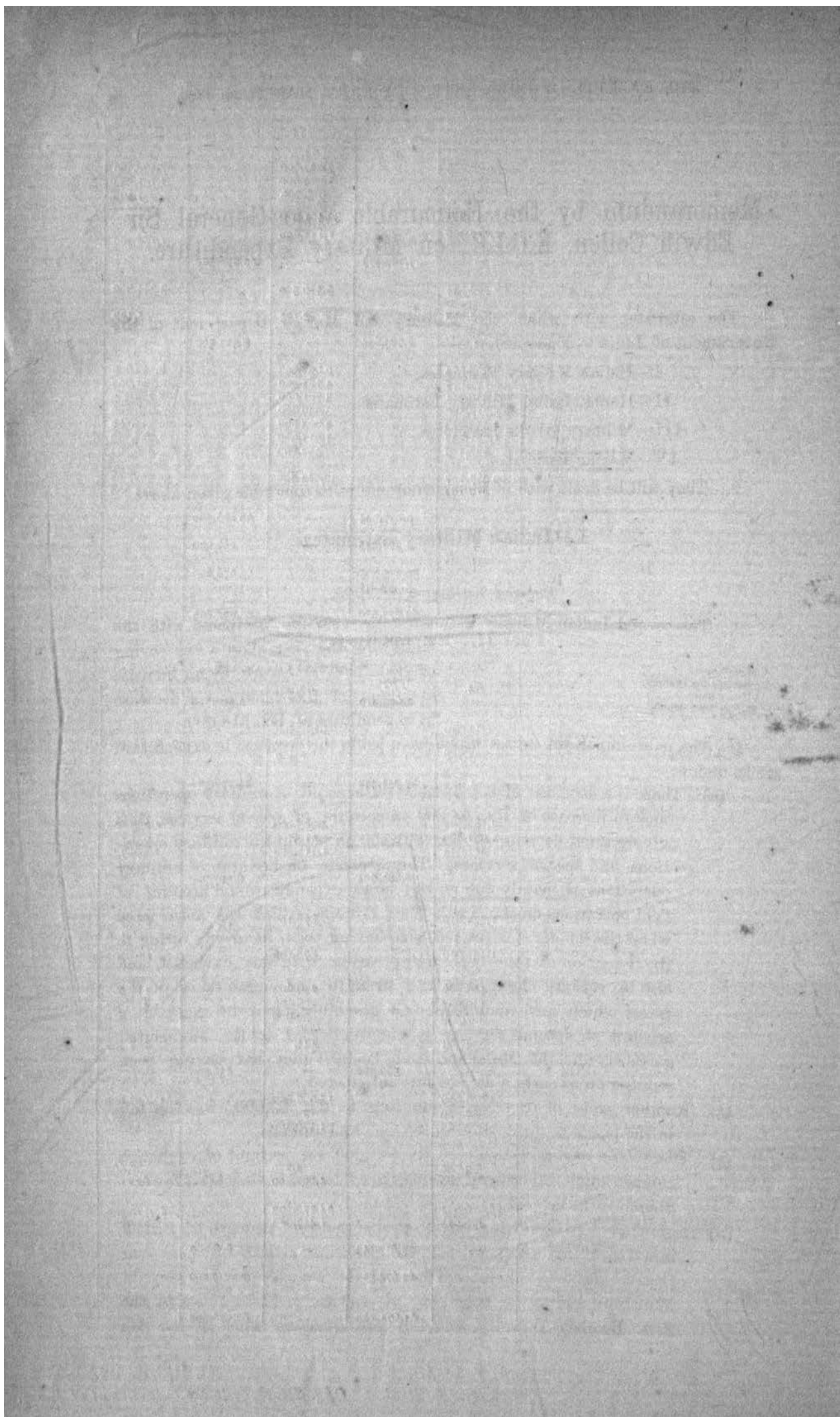
The 20th March 1899.

A. F. COX,

Comptroller General.

H. H. RISLEY,

Offg. Secretary to the Government of India.





## Memorandum by the Honourable Major-General Sir Edwin Collen, K.C.I.E., on Military Expenditure.

The estimates with which the Military and Marine Department of the Government of India is concerned, are—

- I—Indian Military Estimates.
- II—Home (India) Military Estimates.
- III—Military Works Estimates.
- IV—Marine Estimates.

2. They will be dealt with in this memorandum in the order given above.

### I.—Indian Military Estimates.

#### *Revised Estimates, 1898-99.*

3. The revised Indian Military Estimates for 1898-99, compared with the budget for the year, show a net saving of Rx. 520,800 caused by an increase in receipts of Rx. 2,200 and a decrease in expenditure of Rx. 518,600.

Comparison—  
Revised for 1898-99,  
and  
Budget for 1898-99.

4. The more important causes which have led to the decrease in expenditure are as under:—

- (a) There is a decrease of Rx. 344,300 on account of military operations and an increase of Rx. 53,200 on account of special services, thus giving a net decrease of Rx. 291,100 on account of military operations and special services. The decrease on account of military operations is mainly due to the large expenditure on account of field operations on the North-West Frontier, which was anticipated when the budget was framed, not having been incurred, owing to the cessation of those operations earlier than was expected, and also to various changes in the strength and organisation of the forces which were mobilised. On the other hand, the increase on account of special services is chiefly caused by the augmented garrisons in the Malakand and Tochi Valley not having been reduced on as early a date as was anticipated.
- (b) Another cause of decrease, amounting to Rx. 65,000, was the fall in the prices of food supplies for men and animals.
- (c) There was also a decrease of Rx. 41,200 on account of exchange compensation allowance, owing to exchange having been favourable during the year.
- (d) Again, savings accrued owing to the authorised strength of British infantry being short by one battalion for a part of the year (Rx. 36,700); to the employment of the 1st Bengal Infantry at Mauritius, and to the retention for service in East Africa of the 27th Bombay Infantry and the head-quarters wing of the 4th

Bombay Rifles for longer periods than were anticipated. The Military Estimates were relieved of expenditure on account of the two latter items to the extent of Rx. 18,000 and Rx. 15,400, respectively, the charges having been borne by Her Majesty's Imperial Government. The Military Estimates were further relieved of expenditure to the extent of Rx. 24,100 on account of the pay and allowances of officers whose services were placed at the disposal of the Civil Department for plague duty.

(e) A lapse of Rx. 20,000 has also occurred in the budget for 1898-99, as the orders of the Secretary of State on the question of increasing the establishment of Commissariat-Transport officers could not be given effect to in that year.

(f) In addition to the foregoing, the following are the chief causes which contributed towards reducing expenditure :—

(i) Under Grant 1 (*Army and Garrison Staff*) there are savings amounting to Rx. 14,500 owing chiefly to absence of officers on furlough.

(ii) Under Grant 3 (*Regimental Pay, Allowances and Charges*) there are savings to the extent of Rx. 29,000, owing to fluctuations in the strength of the troops.

(iii) Under Grant 4 (*Commissariat Establishments, Supplies and Services*) the savings aggregate Rx. 28,500, and are due to smaller purchases of malt-liquor owing to decreased consumption (Rx. 14,000); and to less expenditure on other accounts.

(iv) Under Grant 10 (*Ordnance Establishments, Stores and Camp Equipage*) the savings aggregate Rx. 20,000 owing chiefly to fluctuations in establishments and smaller purchases of camp equipage and other stores.

5. The total decrease in expenditure was, however, to some extent counterbalanced by certain increases, the more important of which are the following :—

(a) Special bounties and advances of deferred pay were paid to a limited number of men of certain British regiments serving in India, to induce them to extend their service with the colours. This causes an increase to the extent of Rx. 31,900.

(b) Judging from the experience of the first nine months there will be larger expenditure to the extent of Rx. 15,000 on account of the ordinary conveyance of troops and stores.

(c) Owing to the existence of plague in India, it has been found necessary to give additional grants-in-aid, to certain cantonments in the Bombay Command, to meet expenditure on plague operations.

(d) Under Grant 9 (*Medical Establishments, Supplies and Services*) there is larger expenditure to the extent of Rx. 10,000 chiefly in the purchase of medical supplies.



*Estimates, 1899-1900.*

6. The estimates for 1899-1900, in the net, amount to Rx. 16,095,700, or Rx. 1,155,100 less than the budget for 1898-99. This is due to a decrease in receipts of Rx. 16,400 and in expenditure of Rx. 1,171,500.

Comparison—  
Budget for 1898-99,  
and  
Estimate for 1899-1900.

7. In comparing the estimates of next year with the budget for the current year, it will be found that the decrease in *receipts* is mainly due to less issues on payment of commissariat supplies being anticipated than in the current year owing to the cessation of field operations.

8. The decrease in *expenditure* is accounted for as follows:—

- (a) A saving of Rx. 1,176,500 occurs in the provision for military operations and special services.
- (b) In consequence of the higher rates of exchange adopted for the estimates of 1899-1900, a saving of Rx. 120,000 is anticipated in the pay of British troops and of Rx. 20,800 in exchange compensation allowance.
- (c) A saving, amounting to Rx. 60,000, is due to an anticipated fall in the prices of food supplies for men and animals as compared with the prices adopted for the current year's budget.
- (d) Again, savings to the extent of Rx. 21,200 will accrue owing to the cost of the 1st Bengal Infantry while stationed at Mauritius being borne by Her Majesty's Government.
- (e) Another cause of saving, resulting directly from the cessation of field operations, is that the provision for expenditure on account of non-effective services is reduced by Rx. 22,500 as regards extra pensionary allowances, and by Rx. 14,500 for war medals.
- (f) In addition to the foregoing, the following reductions in expenditure are anticipated:—
  - (i) Under Grant 3 (*Regimental Pay, Allowances and Charges*) savings to the extent of Rx. 45,000 are anticipated owing to probable fluctuations in strength and other causes.
  - (ii) Under Grant 4 (*Commissariat Establishments, Supplies and Services*) savings, amounting to Rx. 32,800, are expected, owing to (1) smaller purchases of malt-liquor Rx. 12,800; (2) to the special grant (Rx. 10,000) made in the preceding year for purchase of transport animals to complete the authorised complement of mobilisation animals not having been repeated; and (3) to smaller provision (Rx. 10,000) as against Rx. 20,000 in 1898-99 having been made for additional officers for the Commissariat-Transport Department.
  - (iii) Under Grant 6 (*Clothing Establishments, Supplies and Services*) reduced expenditure of about Rx. 17,400 is anticipated, owing to smaller purchases of certain articles being necessary.
  - (iv) Under Grant 10 (*Ordnance Establishments, Stores and Camp Equipage*) there will be savings, aggregating Rx. 10,300, due chiefly to anticipated variations in establishments, and also to a smaller provision having to be made for the conversion of the equipment of the batteries of the field army to that suitable for the 15-pounder projectiles.

9. The foregoing decreases in expenditure will, however, be partly counter-balanced by certain increases, of which the following are the more important:—

- (i) Increased provision to the extent of Rx. 114,600 has been made for messing allowance to the British Army. In this connection it may be mentioned that, as explained in my memorandum of last year, the details connected with the measures to be adopted in India, in furtherance of the improvements made in the position of the non-commissioned officers and men of the British Army in all parts of Her Majesty's dominions, were not settled when the budget for 1898-99 was closed; provision, therefore, was made therein for only Rx. 200,000. During the currency of that year the matter was, however, finally settled, and with the sanction of the Secretary of State certain measures were adopted in India with effect from the 1st June 1898. These measures involve the abolition of deferred pay, and the grant of a gratuity on discharge or transfer to the Army Reserve; also the grant of messing allowance of  $2\frac{1}{4}$  annas per diem in addition to usual pay and extra-duty pay, and the free issue of groceries, for which the soldier had up to that time been required to pay 9 pies per diem. I may mention that the soldiers who were in the service at the time these changes were introduced had the option of accepting them, or continuing under the arrangements they were intended to supersede. These considerations and the fact that expenditure for the whole, instead of a part, of a year has to be provided for, account for the increase in the provision for this allowance in the estimate of next year.
- (ii) Provision to the extent of Rx. 39,500 has been made for providing the mobilisation equipment of the additional corps (line of communications) included among the extra units of the field army; and of Rx. 37,600 for maintaining a reserve of compressed fodder to facilitate mobilisation requirements. A sum of Rx. 18,400 has also been provided for the supply of camel saddles for the 3rd and 4th Divisions and extra units of the field army.
- (iii) A sum of Rx. 20,700 has been provided for the re-establishment of Cantonment Hospitals.
- (iv) There will also be increased expenditure to the extent of Rx. 17,200 due to the raising of an additional Native mountain battery.
- (v) Increased provision, amounting to Rx. 16,800, has also been made on account of the ordinary movements of troops and stores, as it is anticipated that the reliefs next year will be heavier than they were this year.
- (vi) Larger provision to the extent of Rx. 14,000 has been made for camps of exercise.
- (vii) Another cause of increased expenditure, amounting to Rx. 13,800, is the return of the head-quarters wing of the 4th Bombay Rifles and the anticipated return from Mombassa early next year of the 27th Bombay Infantry, the cost of which during its absence from India has been borne by Her Majesty's Imperial Government.
- (viii) There will also be larger expenditure to the extent of Rx. 10,000 on account of medical supplies and services.



(ix) The expenditure side of the budget estimate for next year is also increased by reason of a smaller deduction in India to adjust excess provision in the Home Estimate—Rx. 48,300.

10. A statement is appended showing the net amounts under each of the 20 Grants for effective and non-effective services, and for military operations:—

		STRENGTH.			
		1899-1900.	1898-99.		
	British Army	72,495	72,516		
	Native Army	143,021	143,533		
	Total	215,516	216,049		

Grants.		NET ESTIMATES.		DIFFERENCE ON NET ESTIMATES.		Remarks.
		1899-1900.	1898-99.	Increase.	Decrease.	
	<b>Effective Services.</b>	Rx.	Rx.	Rx.	Rx.	
1	Army and Garrison Staff	541,290	541,210	80	...	
2	Administrative Staff	205,542	208,892	...	3,350	
3	Regimental Pay, Allowances and Charges	8,098,142	8,392,856	...	294,714	
4	Commissariat Establishments, Supplies and Services	3,382,430	3,166,013	216,417	...	
5	Remount and Veterinary Establishments, Supplies and Services	344,411	336,909	7,502	...	
6	Clothing Establishments, Supplies and Services	207,894	204,775	3,119	...	
7	Barrack Establishments, Supplies and Services	243,808	229,950	13,858	...	
8	Administration of Martial Law	42,905	43,189	...	284	
9	Medical Establishments, Supplies and Services	743,078	712,231	30,847	...	
10	Ordnance Establishments, Stores and Camp Equipage	709,373	656,359	53,014	...	
11	Ecclesiastical	33,032	27,972	5,060	...	
12	Education	46,926	47,291	...	365	
13	Sea Transport Charges	57,222	56,267	955	...	
14	Miscellaneous Services	368,847	212,086	156,761	...	
15	Volunteer Corps	202,564	196,707	5,857	...	
	Total, Effective Services Rx.	15,227,464	15,032,707	493,470	298,713	
	<b>Non-Effective Services.</b>					
16	Rewards for Military Services	16,228	32,445	...	16,217	
17	Military Pensions to Europeans	98,364	106,197	...	7,833	
18	Military Pensions to Natives	709,304	727,373	...	18,069	
19	Widows' Pensions and Compassionate Allowances	—58,789*	—54,952*	—3,837	...	
20	Departmental Pensions	64,225	62,130	2,095	...	
	Total, Non-Effective Services Rx.	829,332	873,193	—1,742	42,119	
	Military Operations Rx.	38,904	1,344,900†	...	1,305,996	
	Grand Total Rx.	16,095,700	17,250,800	491,728	1,646,828	
	Net decrease Rx. ...				1,155,100	

\* The bulk of subscriptions of officers to Indian Military Service Family Pensions is received in India, while most of the expenditure is incurred at home. The receipts in India, therefore, exceed the expenditure in India, and hence, as the figures in the above statement are *net*, there must be a minus entry.

† In my memorandum on military expenditure last year the heading "*Military Operations*" did not appear, although it did appear in the Financial Statement, the charges being included in my memorandum under Grant 14. The figure adopted above differs from that in the Financial Statement for last year, by reason of a change in classification involving a redistribution between ordinary charges and warlike operations.

## II.—Home (India) Military Estimates.

### *Revised Estimates, 1898-99.*

11. The second of the estimates with which the Military Department is concerned is the Home estimate for army effective and non-effective charges. The Home Budget Estimates for 1898-99 provided for a gross expenditure of £4,469,300, while in the Revised Estimates provision has been made to the extent of £4,324,100.

12. The saving of £145,200 in the Revised, as compared with the Budget Estimate for 1898-99, is chiefly due to decrease in the payments for ordnance stores, owing, to a great extent, to the reduction of demands made by India. It is also due to reduced payments on account of the furlough allowances of officers of the Indian Service, and of the pay and pensions of non-effective and retired officers of the Indian Service. These decreases are, however, partly counter-balanced by larger payments having been made to the War Office in settlement of their claims for 1897-98 on account of the effective and non-effective service of the British forces serving in India, than were anticipated when the Budget Estimate was framed.

13. There is also an increase of £10,400 on account of receipts in the Revised, as compared with the Budget Estimates for 1898-99, due chiefly to larger receipts being anticipated on account of the Indian Troop Service, and in the value of articles in possession of regiments on their transfer from the Indian to the British establishment.

14. The net figures of the revised, therefore, show a saving of £155,600 on those of the Budget Estimate for 1898-99 due, as explained above, to a decrease in expenditure of £145,200 and an increase in receipts of £10,400.

### *Estimates, 1899-1900.*

Comparison—  
Budget for 1898-99,  
and  
Estimate for 1899-1900.

15. The receipts and expenditure for 1899-1900 are as follows:—

					Receipts.	Expenditure.	Net expenditure.
					£	£	£
Effective	...	...	...	...	51,900	1,996,300	1,944,400
Non-effective	...	...	...	...	15,500	2,496,800	2,481,300
Total				...	67,400	4,493,100	4,425,700



16. Compared with the budget for 1898-99, larger receipts to the extent of £18,100 are anticipated in 1899-1900, owing to the same causes as those which have led to the figures on account of receipts being increased in the Revised Estimate for 1898-99. The total gross expenditure for 1899-1900 is, however, higher by £23,800 than the amount provided in the budget for the preceding year, owing chiefly to larger amounts being provided for payment to the War Office on account of the effective and non-effective services of the British forces serving in India, as the amounts adopted on this account in the budget of the preceding year were too low. These increases in expenditure are partly counter-balanced by provision for one transport for trooping service less than in the preceding year having been made, and by reduced expenditure being anticipated on account of pay and pensions of non-effective and retired officers of the Indian Service.

17. The gross charges on account of effective services include payments to the War Office in respect of the British forces serving in India, amounting, as estimated in the coming year, to £730,000, as against £721,000 in the estimates for 1898-99. These charges are based on the capitation rate of £7-10 for each man borne on the establishments of the British forces in India, with the addition of the charge for deferred pay issued to British soldiers on discharge or transfer to the reserve. In connection with the deferred pay, it may be mentioned that during the current financial year it was decided to abolish this concession and to substitute for it a gratuity, the effect of which will be to ultimately reduce military expenditure at Home. The other items included in the gross effective charges are furlough allowances and pay during the voyage of British forces serving in India (£103,000); furlough allowances of officers of the Indian Service (£230,000); Indian Troop Service (£260,600); passage of officers and troops otherwise than in transport (£19,000); miscellaneous (£19,000); and stores for India (£629,700).

The gross charges on account of non-effective services are made up of the retired pay, etc., of the British forces for service in India (£554,000); pay of the non-effective Colonels of Royal Artillery (£24,800); while the pay and pensions of non-effective and retired officers of the Indian Service amount to £1,800,000, the miscellaneous pensions to £86,000, and the Indian Military Service Family Pensions to £32,000.

18. The net expenditure for 1899-1900 is more by £5,700 than that for the preceding year; and, as explained above, this is due to an increase of £18,100 in receipts and an increase of £23,800 in gross expenditure.

19. Subsequent to the estimate of 1899-1900 being closed, it was decided to defer the supply from England of certain stores to the value of £11,093 for which provision was included in those estimates. This over-provision in the Home Estimates has been adjusted by a corresponding deduction in the Indian Estimates with the result that, as compared with the net expenditure of 1898-99, there will be a saving in 1899-1900 of £5,393 in the Home Expenditure.

20. The figures of actual expenditure in 1897-98, of the *Budget* and *Revised Estimates* for 1898-99, and of the *Estimate* for 1899-1900, are given below in detail for convenience of comparison:—

	Accounts, 1897-98.	Budget Estimate 1898-99.	Revised Estimate, 1898-99.	Estimate, 1899-1900.
EFFECTIVE.	£	£	£	£
Payments to War Office in respect of British Forces serving in India	729,719	721,000	744,400	730,000
Furlough Allowances and Pay during voyage of British Forces serving in India	98,390	108,000	112,000	108,000
Furlough Allowances of officers of the Indian Service	195,800	230,000	202,000	230,000
Indian Troop Service	228,944	267,600	284,600	260,600
Passage of officers and troops otherwise than in transports	17,737	19,000	12,000	19,000
Miscellaneous	31,651	20,000	19,500	19,000
Stores for India	527,141	627,900	522,900	629,700
Total	1,829,382	1,993,500	1,897,400	1,996,300
NON-EFFECTIVE.				
Payments to War Office for Retired Pay, etc., of British Forces for service in India	506,847	517,000	527,500	554,000
Pay of non-effective Colonels of Royal Artillery	24,518	24,800	24,200	24,800
Pay and pensions of non-effective and retired officers of the Indian Service	1,771,591	1,820,000	1,760,000	1,800,000
Miscellaneous pensions, etc.	84,443	84,000	84,500	86,000
Indian Military Service Family Pensions	27,446	30,000	30,500	32,000
Total	2,414,845	2,475,800	2,426,700	2,496,800
Total, Effective and Non-Effective	4,244,227	4,469,300	4,324,100	4,493,100

21. The following table shows, in detail, the expenditure for stores (including freight) from 1893-94 to 1899-1900:—

	ACCOUNTS.					Revised Estimate, 1898-99.	Estimate, 1899-1900.
	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.		
	£	£	£	£	£	£	£
Clothing	200,699	210,107	210,613	158,825	177,184	169,500	193,400
Ordnance and Miscellaneous	547,202	323,141	235,850	290,835	269,377	289,700	352,200
Medical	26,494	22,075	19,942	26,446	22,512	21,600	30,200
Commissariat	30,864	22,720	21,838	40,832	32,197	24,600	48,600
Chitral Relief Force	...	...	6,914	6,873	752	...	...
Malakand Field Force	...	...	...	...	23,403	16,500	...
Tochi Field Force	...	...	...	...	1,716	1,000	...
North-West Frontier Field Operations	...	...	...	...	...	..	5,300
Total	805,259	578,043	495,157	523,811	527,141	522,900	629,700



**III.—Military Works Estimates.**

Excluding English expenditure and exchange, the budget estimate for 1898-99 amounted to Rx. 1,135,800; the revised estimate of expenditure amounted to Rx. 1,113,700. There has, therefore, been less expenditure in India of Rx. 22,100.

The budget estimate for 1899-1900, excluding English expenditure and exchange, amounts to Rx. 1,299,600, or Rx. 185,900 more than that of 1898-99. The difference is due to an extra grant of Rx. 14,500 for the Barrack Department duties in the Madras Command, now taken over by the Military Works Department, and to a provision of Rx. 150,000 for defence works on the North-West Frontier.

The heads of the Military Works estimate are in round figures:—

	Rx.
For original works, including works in progress and those to be commenced	400,800
„ repairs	349,000
„ establishment	298,000
„ Barrack Department establishment, supplies, and tools and plant	86,000

The new works, 168 in number, including 63 in progress and 105 not commenced, comprise fourteen water-supply works on which Rx. 47,300 is to be spent, and Rx. 22,100 for coast and inland fortifications, the balance being made up of drainage works, hospitals, barracks, and Ordnance, Commissariat, Marine, and Remount requirements. Many of these new works are of a minor character, or are renewals. The demands are very large, and no fewer than 354 works cannot be provided for. If they had been provided for it would have meant an addition of Rx. 940,000 to the budget.

The laborious task of re-constructing the organization for the performance of the military works services has been completed, and I hope that the new arrangements will come into force at an early date.

**IV.—Marine Estimates.***Revised Estimates, 1898-99.*

The net figures of the Budget Estimate of the Royal Indian Marine for 1898-99 were Rx. 142,500, the Revised Estimate stands at Rx. 123,200,

Comparison—  
Revised for 1898-99,  
and  
Budget for 1898-99.

showing a decrease of Rx. 19,300.

This decrease in the net expenditure is caused by excess receipts amounting to Rx. 17,500, and a reduction in expenditure to the extent of Rx. 1,800.

The excess under receipts is chiefly due to large recoveries from the Home Government in connection with the employment of Royal Indian Marine vessels on Imperial Service.

The increases in expenditure (aggregating Rx. 8,400) are chiefly due to smaller recoveries for stores issued to, and works executed for, other departments

The decreases in expenditure (aggregating Rx. 10,200) are principally due to savings in matters of establishments and up-keep; reduced expenditure on repairs to Her Majesty's ships in Indian seas and Royal Indian Marine vessels at outstations; smaller payments of exchange compensation allowance; temporary vacancies and other items.

Taking the increase against the decrease, there is a net decrease of Rx. 1,800, and adding these figures to the increased receipts, Rx. 17,500, the result is a decrease of Rx. 19,300 in the Revised as compared with the Budget Estimate.

#### *Estimates, 1899-1900.*

The net figures of the Marine Estimate for 1899-1900 are Rx. 136,950 against Rx. 142,500, the figures of the budget for 1898-99 showing a decrease of Rx. 5,550. This decrease is caused by an increase in receipts, amounting to Rx. 7,900, due to anticipated recoveries in connection with the employment of the *Olive* on Imperial Service, counterbalanced by increased expenditure to the extent of Rx. 2,350.

Comparison—  
Budget for 1898-99,  
and  
Estimate for 1899-1900.

#### **General Remarks.**

Having reviewed the estimates with which the Military and Marine Department of the Government of India is concerned, I would now offer the following remarks in connection with the work of the Army Departments under the administrative control of the Military Department.

The past year has happily been one during which the army of India has enjoyed a much-needed rest, but the experiences of the year 1897-98 have shown certain weak points in the military system, and every department has been engaged in considering what remedies shall be applied, while the whole question of the military position on the North-West Frontier has been examined.

The deficiencies in the transport service have also been engaging attention, and a strong Committee under the presidency of Lieutenant-General G. E. L. Sanford, was formed to consider the organisation of that important service. The Committee has submitted a valuable and elaborate report and their recommendations are now under our immediate consideration. The question of improving the ambulance transport has been taken up, and the proposals of a Committee have been submitted. Another weakness that made itself conspicuous during the late campaigns was the deficiency in mountain artillery. We have received the Secretary of State's permission to raise an additional battery.

A decision has been arrived at regarding the gauge of frontier railways; the Nowshera-Dargai line will be pushed on the 2-foot 6-inch gauge; and we have formulated proposals for providing a stock of the plant required for field service tramways and railways.

Another subject to which we have given our attention is that of house accommodation in cantonments. As is well known, difficulties have frequently occurred in obtaining house accommodation in cantonments for officers of the army, and the existing rules on the subject having been found inadequate, it has been considered expedient to make better provision for that purpose by means of legislation. A bill was introduced on the 4th November 1898. The memorials



from house-owners and the opinions of local Governments and Administrations are being carefully considered.

I have already alluded to the proposed re-organisation of the transport. Last year I mentioned that the insufficiency of the existing complement of commissariat-transport officers had been brought specially to notice in the late campaigns. After very full consideration a large increase to the establishment was recommended. The Secretary of State for India has sanctioned an immediate increase of twelve officers and has called for further information to enable him to decide what further addition is necessary.

With a view to supply the hospitals and British troops with pure milk, steps are being taken to improve the management of dairies generally, and to work dairy and grass farms in conjunction. The supply of grass to the mounted branches has been, in recent years, a matter for anxious consideration, but I hope that we are now in a fair way to attain something like success. An experimental training class for British non-commissioned officers and men in scientific grass farming has been opened at Allahabad, and other measures are being taken to generally improve the supervision of grass farms, and to make them paying concerns. The rules for the provision of grass lands for the horses of Native cavalry in the Bengal and Punjab Commands have been extended to the Native cavalry in the Bombay Command.

Considerable progress has been made in various matters connected with the manufacture and supply of munitions of war. Proposals have been made for the establishment of a factory for the manufacture of cordite on a large scale. This will enable us to be independent of England for our cordite supply and will effect a considerable economy. A site has been decided upon at Jubbulpore for the establishment of a Central Gun-Carriage Factory for all India. The three existing factories at Madras, Bombay, and Fatehgarh cannot be kept up to date economically, and the establishment of a central factory will effect a saving in the cost of establishments. The Harness and Saddlery Workshops in the Bombay Arsenal have been closed, and the work transferred to Madras. In dealing with the working of the Ordnance Department during 1897-98 in my last year's memorandum, I referred to the fact that in order to provide a central authority for the expeditious and economical supply of stores to the arsenals and depots in India, the whole of the ordnance factories in this country had been placed under the direct control of the Director-General of Ordnance in India. I would now add that as a necessary sequel to this arrangement a central office for dealing with the audit and accounts of these factories has been ordered to be formed with effect from the 1st April 1899. Pole draught is being substituted for shaft draught in batteries of horse and field artillery in India. Horse artillery batteries are also being equipped to take cordite cartridges with 12-pr. projectiles, while the field batteries are being altered to carry 15-pr. projectiles with cordite cartridges. It has been decided to carry out the re-armament of British cavalry in India with the Lee-Enfield Magazine carbine, and the artillery with the Martini-Enfield carbine as funds become available.

The equipment of additional corps of the field army for duty on the lines of communication under the plan of mobilisation will be proceeded with in 1899-1900.

The provision of remounts for the army is always a matter of the greatest importance. Various improvements and economies have been effected, and on the whole it may be claimed that satisfactory Australian and country-bred remounts are issued to the army. With a view to developing mule-breeding in India, the purchase of additional donkey stallions from Cyprus was sanctioned, and we have engaged to take a certain number of stallions annually. The increasing difficulty of obtaining donkey stallions from the continent renders it imperative that other sources of supply should be opened up.

There is no more important question than that of the sanitary condition of the army. A great deal remains to be done, but year by year we are making improvements, endeavouring to find out defects and how to remedy them. More troops are stationed in the hills during the hot weather, barracks rebuilt or renewed, and a supply of good water provided at an increasing number of stations. Investigations have been specially made into the sources of the water-supply at various places, and the most stringent precautions have been taken locally to protect the men, as far as possible, from impure water. In the Native Army a considerable progress has been made in re-building the lines; but there are still many lines which ought to be renewed. Valuable sanitary work has been done by the officers appointed for the purpose, and special investigations have been made at those stations which have been particularly afflicted by enteric disease; and water-supply and drainage schemes have been pushed on. It is hoped that the establishment of cantonment hospitals will do much to mitigate the severity of a certain class of diseases. Owing to the conservancy arrangements in cantonments in the Bombay Command being of an unsatisfactory nature, measures are being taken for gradually introducing into that Command the system which has proved successful in the Bengal and Punjab Commands. Funds have been specially provided for the improvement of the sanitary condition of the important military station of Quetta.

#### Marine Department.

During the past year the work in the dockyards at Bombay and Kidderpore (Calcutta) has been normal, notwithstanding the difficulties which the occurrence of plague in the former place gave rise to. The vessels of the Royal Indian Marine have been employed in the usual trooping service, which has extended to Mauritius and Durban. Experiments have been made, with some success, in sending convalescents for a sea trip during the trooping voyages. Two vessels of the Indian Marine have been many years in the service, and, although at present efficient, arrangements will have to be made to replace them before many years elapse.

EDWIN H. H. COLLEN,

*The 20th March 1899.*

*Major-General.*



Memorandum by the Honourable Sir Arthur Trevor, K.C.S.I.,  
on the conclusions of the Conference of 1898 on Railway  
extensions in India.

The Railway Conference of 1898 met at Viceregal Lodge, Simla, on the 15th and 16th August 1898, and was constituted as noted in the margin. A representative of the Revenue and Agricultural Department was not included on the Committee this year, as with the exception of a group of light lines in the Madras Presidency, which are not urgent and the projects for which are incomplete, there were no famine lines brought forward that had not already been discussed in former years.

PRESIDENT:  
His Excellency the Viceroy. (The Earl of Elgin).

MEMBERS:  
The Honourable Sir James Westland, K.C.S.I.  
The Honourable Major-General Sir E. H. H. Collen, K.C.I.E.  
The Honourable Sir Arthur Trevor, K.C.S.I.  
Mr. F. R. Upcott, Secy. to the Govt. of India, P. W. Dept.  
Mr. A. R. Becher, Accountant General, P. W. Dept.

SECRETARY:  
Captain W. J. McElhinny, R.E., Offg. Under-Secy. to the Govt. of India, P. W. Dept. (Railway Branch).

2. Twenty-three new projects were considered, of which five were set aside, one was recommended for construction by a Native State, and the remaining seventeen were held over as not yet ripe for a decision.

The line recommended for construction is the Tonk Branch, 10 miles in length and estimated to cost Rx. 40,000. It will connect Tonk with the Jeypore-Chambal Railway.

3. Of lines held over or set aside at the Conference of 1897, and neither hitherto included in the programme nor brought under negotiation outside the programme, two have now been recommended for construction by, or on the responsibility, direct or indirect, of Government, one by a Branch Line Company, and two for construction without assistance by Native States and private enterprise.

The lines in question are shown below:—

No.	Name.	Approximate length.	Approximate cost.	Locality and agency.
	<i>(a) By or on the responsibility, direct or indirect, of Government.</i>	Miles.	Rx.	
1	Nowshera-Mardan . . . .	40	117,600	Punjab. As part of the North Western railway.
2	Midnapur-Jherria . . . .	122	1,221,200	Southern Bengal. As part of the Bengal Nagpur railway.
	<i>(b) Open to Branch Line Companies.</i>			
1	Chandipur-Taki . . . .	39	172,000	Bengal. Branch of Bengal Central railway.
	<i>(c) Reserved for Native States.</i>			
1	Shoranur-Cochin . . . .	64	917,700	Madras. Branch of Madras railway.
	<i>(d) By private enterprise.</i>			
1	Ammāyanayakanur-Kuruvanath .	75	500,000	Madras. Branch of South Indian railway.

4. Of the two lines recommended for construction by, or on the responsibility of, Government, No. 1, the Nowshera-Mardan, has been estimated for, and provision has also been made in the ensuing programme of railway construction for its commencement.

No. 2, the Midnapore-Jherria, has been accepted for early commencement of construction for the reason that it will open out all the coal-fields at present demanding railway facilities, and at the same time provide a valuable connection for the traffic between Upper India and the east and south coasts of India. The line, which will also have a famine protective value, has been provided for within the programme.

The Chandipur-Taki Railway has been accepted for construction without any Government guarantee, and arrangements are being made by the Promoters for carrying out the survey and preparation of the detailed project by the agency of the Bengal Central Railway Company. The Shoranur-Cochin railway has also been accepted for construction by the Native State of Cochin without any Government guarantee, while the formation of an independent Company to construct the Ammāyanayakanur-Kuruvanath as a tramway without a guarantee under the provisions of the Indian Tramways Act, XI of 1886, has been agreed to, subject to certain conditions.

5. As has been explained on former occasions, the extent to which it is possible to give effect to the recommendations of the Conference in regard to Capital Expenditure on railways other than such as are made by Branch Line Companies under the terms of Government of India Resolution No. 514 R. C., dated 17th April 1896, or by Native States or private Promoters without financial assistance, has been governed up to the end of the year now closing by the limitations of a programme covering the three years, 1896-97 to 1898-99. This programme provided for a total expenditure of Rx. 29,660,000, against which we expect to spend the following amounts:—

	Rx.
In 1896-97 (Actuals) . . . . .	8,658,800
" 1897-98 ( " ) . . . . .	8,145,500
" 1898-99 (Revised Estimate) . . . . .	8,387,500
<b>TOTAL</b> . . . . .	<b>25,191,800</b>

The Budget Estimate for 1898-99 was prepared for Rx. 10,788,900, but owing to the late arrival of English stores consequent on the engineering strikes in England and other causes, the impossibility of working to the original programme was recognized some time ago, and the Revised Estimate has been reduced accordingly to the sum of Rx. 8,387,500 above shown.

For the three years, 1899-1900 to 1901-1902, on which we are about to enter, it has been thought advisable that we should work on a somewhat less ambitious programme, providing about 6 crores a year for new lines and extensions as against nearly 8½ crores under the previous programme. The chief object of this reduction is to give time for the earnings to overtake the expenditure. The forecast which has been prepared and approved by the Secretary of State works out accordingly to Rx. 20,322,100, distributed as under:—

	Rx.
1899-1900 . . . . .	6,772,700
1900-1901 . . . . .	6,728,400
1901-1902 . . . . .	6,821,000
<b>TOTAL</b> . . . . .	<b>20,322,100</b>

The additional amount, approximately Rx. 750,000 in each year, which it will be observed has been provided, is due to the inclusion in programme limits from this year of the open line Capital expenditure of the three guaranteed companies and the anticipated expenditure by branch line companies financed on the basis of a firm guarantee instead of a rebate, which items have hitherto been dealt with outside the programme.



The sum set down for expenditure during 1899-1900 is Rx. 6,772,700. In consequence, however, of the heavy lapse, amounting to Rx. 2,401,400, on the grant for 1898-99, to which reference has already been made and which was in a great measure due to short outlay in England consequent on the failure of contractors to complete orders placed with them for stores, it has been agreed, with the concurrence of the Secretary of State, to add a sum of Rx. 1,060,000, representing a portion of this lapse to the grant for 1899-1900, and a further sum of Rx. 1,090,000 subsequently reduced to Rx. 990,000 has been provisionally added under certain conditions with the concurrence of Finance Department, subject to Secretary of State's approval. With this addition the total amount available for expenditure on construction of Railways during 1899-1900 will stand at Rx. 8,822,700.

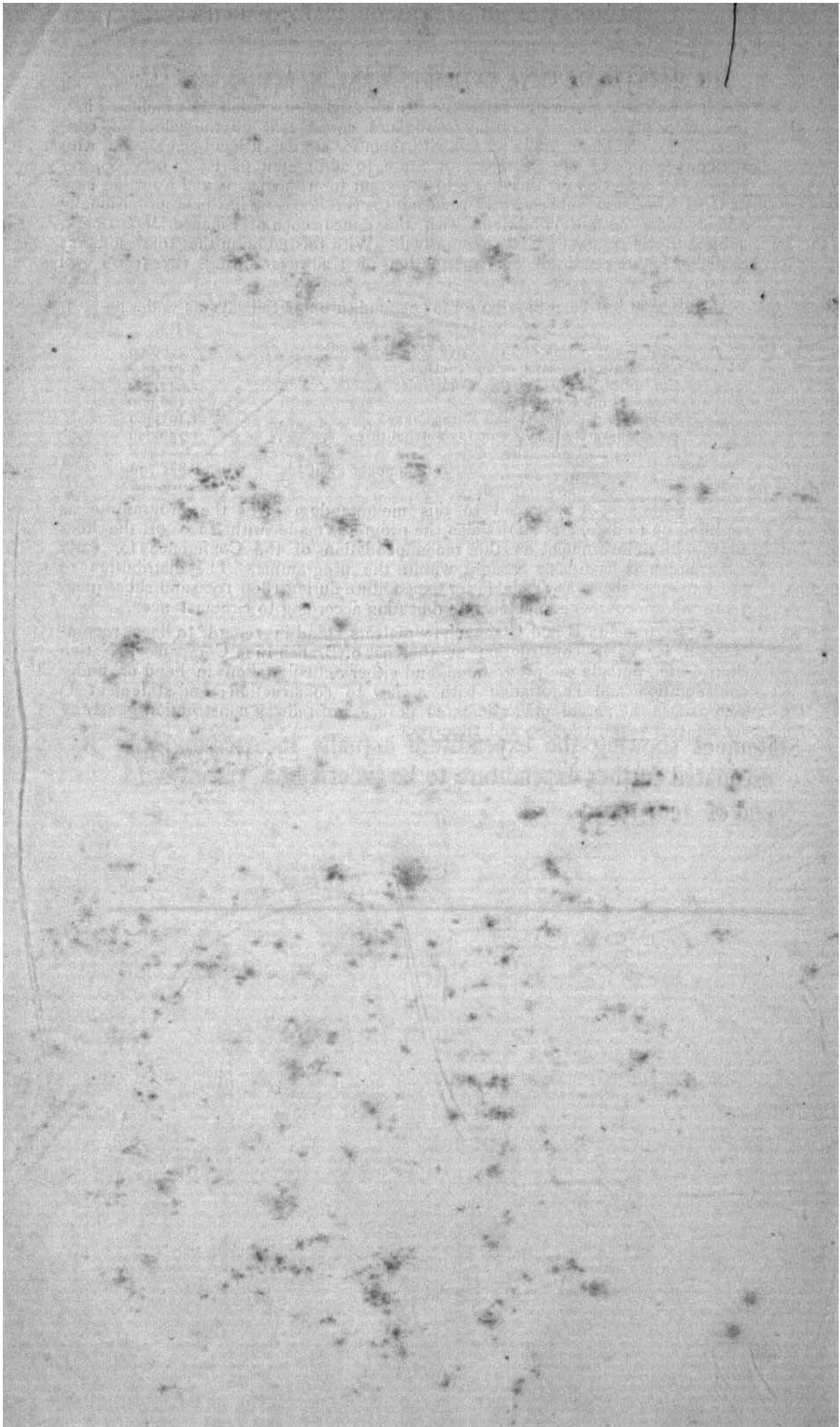
This sum has been distributed for expenditure on Railways as under :—

	Rx.
34.—Construction of Protective Railways . . . .	490,000
48.—State Railways—Construction . . . .	3,465,000
Capital of Indian Railway Companies . . . .	2,841,900
Branch Line Companies . . . .	168,000
Guaranteed Railways and Extensions . . . .	1,107,800
East Indian Railway Company's debentures . . . .	750,000
Total amount available . . . .	<u>8,822,700</u>

6. Statement A appended to this memorandum gives the programme as modified up to date, and shows also the progress made with such of the lines accepted by Government on the recommendation of the Conference for early construction as have been brought within the programme. The distribution of the amount it shows as available for expenditure during 1899-1900 and subsequent years will, of course, be liable to modification according to circumstances.

7. Statements B and C show how matters stand in regard to lines recommended for early construction at the cost of Branch Line Companies, Native States, etc., outside the programme, and either actually taken in hand or under consideration and negotiation with a view to construction; and statement D summarises the actual and anticipated progress of railway construction generally for the two years, 1898-99 and 1899-1900.

A. C. TREVOR.





## Appendix A.

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Statement showing the expenditure actually incurred and the estimated further expenditure to be incurred on railways to end of 1901-1902.

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## Statement of Forecast of Capital Expenditure

No.	Railway.	Length.	Approximate cost according to latest information or estimates.	Expenditure to 31st March 1898.	Revised Estimate, 1898-99.
1	2	3	4	5	6
		Miles.	Rx.	Rx.	Rx.
<b>I.—FROM IMPERIAL FUNDS.</b>					
<b>(i)—BY STATE AGENCY.</b>					
<i>Open Lines.</i>					
	Expenditure on open lines worked by the State	...	...	...	1,402,300
<i>Lines under Construction.</i>					
1	Nowshera-Dargai . . . . .	40	117,600	...	...
2	Eastern Bengal system. { i.—Ranaghat-Godagari . . . . .	93	930,000	...	...
3		...	1,000,000	...	...
4		60	600,000	...	...
5		40	300,000	...	...
6		51	468,800	...	...
7	East Coast, Godavari Bridge . . . . .	...	597,000	153,800	166,400
8	Rae Bareilly-Benares Extension . . . . .	139	843,400	762,500	54,400
9	Mari-Attock . . . . .	87	1,611,500	1,377,400	142,500
10	Kotri-Rohri, Indus Bridge . . . . .	...	310,100	169,500	108,400
11	Bhatinda-Ferozepore conversion to 5' 6" gauge . . . . .	55	178,800	108,200	64,700
12	Rungpore-Dhubri, Teesta Bridge . . . . .	...	151,900	10,800	46,100
13	Cooch Behar-Santrabari, British section . . . . .	20	45,600	8,000	30,300
14	Rajbari-Faridpore Branch, Eastern Bengal Railway . . . . .	14	136,000	56,900	26,100
15	Shadipalli-Balotra { (i) British section . . . . .	75	315,600	2,700	100,300
16		55	63,300		
17	Agra-Delhi Chord . . . . .	121	907,600	6,200	...
18	Ghaziabad-Moradabad Chord . . . . .	87	823,000	...	238,000
	Reserve . . . . .	...	...	...	...
Total Lines under Construction		937	9,400,200	2,656,000	977,200
Total I (i)—By State Agency		937	9,400,200	2,656,000	2,379,500



on Railways to end of 1901-1902.

Total probable expenditure to 31st March 1899 (Cols. 5+6).	Budget Estimate, 1899-1900.	FORECAST FOR		Total probable expenditure up to end of 1901-1902.	No.	REMARKS.
		1900-1901.	1901-1902.			
		Subject to alteration.				
7	8	9	10	11	12	13
Rx.	Rx.	Rx.	Rx.	Rx.		
...	625,800	650,000	650,000	...		
...	120,000	50,000	...	170,000	1	New projects.
...	...	100,000	100,000	200,000	2	
...	...	100,000	100,000	200,000	3	
...	...	50,000	50,000	100,000	4	
...	...	50,000	50,000	100,000	5	
...	100,000	200,000	200,000	500,000	6	
320,200	200,000	100,000	...	620,200	7	
816,900	4,000	...	...	820,900	8	
1,519,900	25,000	...	...	1,544,900	9	
277,900	35,000	...	...	312,900	10	
172,900	...	...	...	172,900	11	New project. Reserve.
56,900	111,500	...	...	168,400	12	
38,300	12,500	...	...	50,800	13	
83,000	...	...	...	83,000	14	
103,000	100,000	47,200	...	250,200	15	
...				250,200	16	
6,200	...	200,000	200,000	406,200	17	
238,000	332,000	200,000	323,000	1,093,600	18	
...	162,600	...	...	162,600		
3,633,200	1,203,200	1,097,200	1,023,000	6,956,600		
3,633,200	1,829,000	1,747,200	1,673,000	6,956,600		

## Statement of Forecast of Capital Expenditure

No.	Railway.	Length.	Approximate cost according to latest information or estimates.	Expenditure to 31st March 1898.	Revised Estimate, 1898-99.
1	2	3	4	5	6
		Miles.	Rx.	Rx.	Rx.
	<b>I.—FROM IMPERIAL FUNDS—contd.</b>				
	Brought forward	937	9,400,200	2,656,000	2,379,500
	<b>(ii)—BY THE AGENCY OF MAIN LINE COMPANIES.</b>				
	<i>Open Lines.</i>				
	Expenditure on open lines worked by the Agency of Companies.	...	...	...	770,400
	<i>Lines under Construction.</i>				
19	Rajputana-Malwa, Godhra-Baroda chord	45	341,200	...	...
20	Tirhoot, Hajipore-Begum Sarai-Katihar Extension	158	1,223,100	604,400	250,000
21	Tirhoot, Sakri-Jainagar Branch	30	158,600	...	...
22	Assam-Bengal	(i) Construction, chargeable to Part II	736	10,358,800	* 6,469,500
23		(ii) Land, chargeable to Part I	...	505,000	331,700
24	East Indian, Moghalsarai-Gya Extension	126	1,511,100	701,400	529,100
25	Ditto Dehree-Daltonganj	78	721,800	...	20,000
26	Ditto Shikhoabad-Farakhabad Branch	66	452,000	...	...
27	South Indian, Negapatam-Nagore Branch	5	23,900	...	...
28	Ditto Madura-Pamban	102	459,000	...	...
29	Tinnevelley-Quilon, British Section	45	250,000	...	...
	Total Lines under Construction	1,391	16,004,500	8,107,000	2,001,500
	Total I (ii)—By Main Line Companies	1,391	16,004,500	8,107,000	2,771,900
	GRAND TOTAL I—From Imperial Funds	2,328	25,404,700	10,763,000	5,151,400

\* Includes Rx. 3,656,000 from Company's funds.



on Railways to end of 1901-1902—contd.

Total probable expenditure to 31st March 1899. (Cols. 5+6.)	Budget Estimate, 1899-1900.	FORECAST FOR		Total probable expenditure up to end of 1901-1902.	No.	REMARKS.
		1900-1901.	1901-1902.			
		Subject to alteration.				
7	8	9	10	11	12	13
Rx.	Rx.	Rx.	Rx.	Rx.		
3,633,200	1,829,000	1,747,200	1,673,000	6,956,600		
...	1,308,500	1,260,000	1,310,000	...		
...	...	...	100,000	100,000	19	New project.
854,400	200,000	...	...	1,054,400	20	
...	...	...	...	...	21	New project.
7,649,900	780,000	500,000	500,000	9,803,600	22	
353,700	20,000				23	
1,230,500	200,000	212,000	...	1,642,500	24	
20,000	180,000	200,000	373,500	773,500	25	
...	...	200,000	152,000	352,000	26	
...	17,500	...	...	17,500	27	New projects.
...	100,000	100,000	220,000	420,000	28	
...	70,000	80,000	100,000	250,000	29	
10,108,500	1,567,500	1,392,000	1,445,500	14,413,500	...	Native State Section, 58 miles in length and costing Rx. 766,200 put outside the Programme as involving no liability.
10,108,500	2,876,000	2,552,000	2,755,500	14,413,500	...	
13,741,700	4,705,000	4,299,200	4,428,500	21,370,100	...	

## Statement of Forecast of Capital Expenditure

No.	Railway.	Length.	Approximate cost according to latest information or estimate.	Expenditure to 31st March 1898.	Revised Estimate, 1898-99.
1	2	3	4	5	6
		Miles.	Rx.	Rx.	Rx.
<b>II.—AGAINST THE CAPITAL ACCOUNTS OF THE 3 OLD GUARANTEED RAILWAY COMPANIES.</b>					
<i>Open Lines.</i>					
30	Great Indian Peninsula . . . . .	...	...	...	73,600
31	Madras . . . . .	...	...	...	20,100
32	Bombay, Baroda and Central India . . . . .	...	...	...	459,100
	Total Open Lines . . . . .	...	...	...	(a)552,800
<i>Lines under Construction.</i>					
33	Amalner-Jalgaon Branch, G. I. P. R. . . . .	34	385,100	...	} 228,200
34	Chalisgaon-Dhulia Branch, G. I. P. R. . . . .	37	359,700	...	
35	Dhulia-Amalner Branch, Great Indian Peninsula . . . . .	20	200,000	...	
36	Calicut-Cannanore Branch, Madras Railway . . . . .	59	737,500	6,300	70,600
37	Coonoor-Ootacamund, Nilgiri . . . . .	12	192,000	...	...
	Total Lines under Construction . . . . .	162	1,874,300	6,300	298,800
	GRAND TOTAL II.—Against the Capital Accounts of the 3 old Guaranteed Railway Companies.	162	1,874,300	6,300	851,600
<b>III.—AGAINST THE CAPITAL ACCOUNTS OF INDIAN RAILWAY COMPANIES OTHER THAN THE 3 OLD GUARANTEED RAILWAY COMPANIES.</b>					
<i>Open Lines.</i>					
38	Bengal Central . . . . .	...	...	...	78,100
39	Bengal-Nagpur . . . . .	...	...	...	108,300
40	Burma . . . . .	...	...	...	94,300
41	Indian Midland . . . . .	...	...	...	203,000
42	Lucknow-Bareilly . . . . .	...	...	...	15,300
43	Southern Mahratta (including Mysore) . . . . .	...	...	...	79,900
	Total Open Lines . . . . .	...	...	...	578,900
	Carried over . . . . .	...	...	...	578,900

(a) Not included in programme for 3 years 1896-97 to 1898-99.



*on Railways to end of 1901-1902—contd.*

Total probable expenditure to 31st March 1899. (Cols. 5+6.)	Budget Estimate, 1899-1900.	FORECAST FOR		Total probable expenditure up to end of 1901-1902.	No.	REMARKS.	
		1900-1901.	1901-1902.				
		Subject to alteration.					
7	8	9	10	11	12	13	
Rx.	Rx.	Rx.	Rx.	Rx.			
...	74,000	90,000	90,000	...	30		
...	60,000	60,000	60,000	...	31		
...	410,000	100,000	100,000	...	32		
...	544,000	250,000	250,000	...			
{ 228,200	363,400	...	...	591,600	33	New project.	
	...	...	...	...	34		
	...	100,000	100,000	200,000	35		
	76,900	200,400	100,000	121,400	498,700		36
	...	...	100,000	...	100,000		37
305,100	563,800	300,000	221,400	1,390,300			
305,100	1,107,800	550,000	471,400	1,390,300			
...	40,000	40,000	40,000	...	38		
...	100,000	300,000	300,000	...	39		
...	12,100	120,000	120,000	...	40		
...	165,000	50,000	50,000	...	41		
...	6,900	30,000	30,000	...	42		
...	60,000	60,000	60,000	...	43		
...	334,000	600,000	600,000	...			
...	384,000	600,000	600,000	...			

## Statement of Forecast of Capital Expenditure

No.	Railway.	Length.	Approximate cost according to latest information or estimates.	Expenditure to 31st March 1898.	Revised Estimate, 1898-99.	
1	2	3	4	5	6	
		Miles.	Rx.	Rx.	Rx.	
III.—AGAINST THE CAPITAL ACCOUNTS OF INDIAN RAILWAY COMPANIES OTHER THAN THE 3 OLD GUARANTEED RAILWAY COMPANIES— <i>contd.</i>						
	Brought forward	...	...	...	578,900	
<i>Lines under Construction.</i>						
44	Bengal-Nagpur	Sini-Midnapore-Cuttack-Calcutta	361	8,000,000	3,506,800	1,752,700
45		Raipur-Dhamtari	56	114,100		
46		Midnapore-Jherria Extension	122	1,221,200		
47		Khargpur-Midnapore	8	142,500		
48		Gondia-Satpura	237	811,000	...	...
49	Burma	Mandalay-Kunlon	225	2,250,000	880,100	299,700
50		Meiktila-Myingyan	58	361,400	...	185,700
51		Sagaing-Monywa-Alon	75	399,500	...	120,300
52		Thonze-Henzada-Bassein Extension	112	780,000	...	...
Total Lines under Construction		1,254	14,079,700	4,386,900	2,358,400	
GRAND TOTAL III.—Against the Capital Accounts of Indian Railway Companies other than the 3 old Guaranteed Railway Companies.		1,254	14,079,700	4,386,900	2,937,300	
IV.—AGAINST THE CAPITAL ACCOUNTS OF BRANCH LINE COMPANIES WHICH ARE IN RECEIPT OF A FIRM GUARANTEE.						
<i>Lines under Construction.</i>						
53	Hurdwar-Dehra	30	300,000	36,500	150,000(a)	
54	Brahmaputra-Sultanpore	60	342,700	88,700	68,000(a)	
GRAND TOTAL IV.—Against the Capital Accounts of Branch Line Companies.		90	642,700	125,200	218,000	

(a) Not included in programme for 3 years 1896-97 to 1898-99.



on Railways to end of 1901-1902—contd.

Total probable expenditure to 31st March 1899. (Cols. 5+6.)	Budget Estimate, 1899-1900.	FORECAST FOR		Total probable expenditure up to end of 1901-1902.	No.	REMARKS.
		1900-1901.	1901-1902.			
		Subject to alteration.				
7	8	9	10	11	12	13
Rx.	Rx.	Rx.	Rx.	Rx.		
—	384,000	600,000	600,000	...	...	
5,259,500	1,557,500	200,000	20,700	7,037,700	44	} New projects.
...	...	600,000	650,000	1,250,000	45	
...	112,500	...	...	112,500	46	
...	...	...	100,000	100,000	47	
1,179,800	435,500	300,000	322,500	2,237,800	48	
185,700	112,400	70,000	85,900	454,000	49	} New project.
120,300	240,000	50,000	42,000	452,300	50	
...	...	...	100,000	100,000	51	
6,745,300	2,457,900	1,220,000	1,321,100	11,744,300	...	
6,745,300	2,841,900	1,820,000	1,921,100	11,744,300	...	
186,500	88,000	37,500	...	312,000	53	
156,700	80,000	21,700	...	258,400	54	
343,200	168,000	59,200	...	570,400	...	

## Statement of Forecast of Capital Expenditure

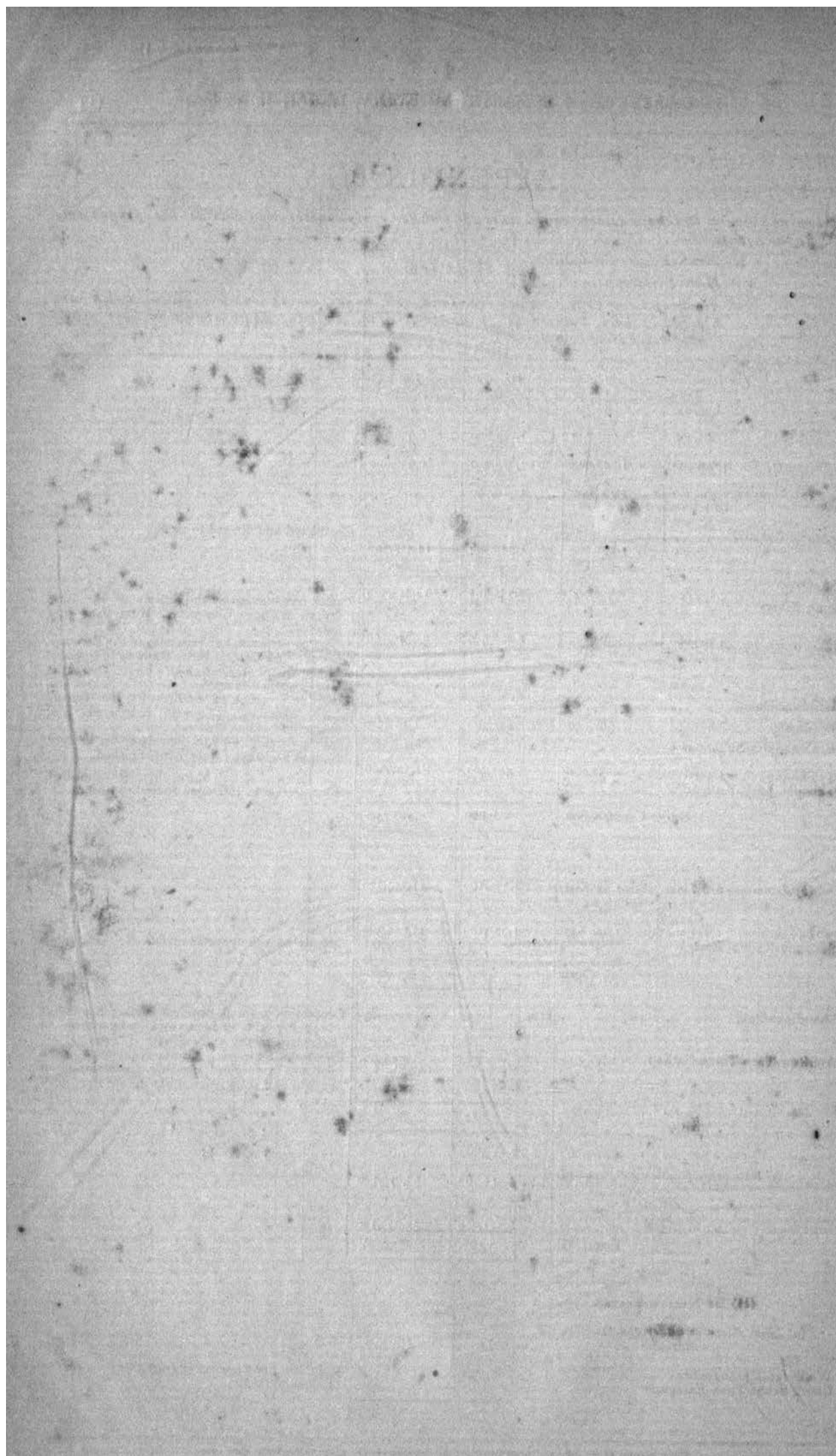
No.	Railway.	Length.	Approximate cost according to latest information or estimates.	Expenditure to 31st March 1898.	Revised Estimate, 1898-99.
1	2	3	4	5	6
	ABSTRACT.	Miles.	Rx.	Rx.	Rx.
I.—From Imperial Funds.	(i) By State Agency.	(a) Open Lines . . .	...	...	1,402,300
		(b) Construction . . .	937	9,400,200	2,656,000
		Total . . .	937	9,400,200	2,379,500
	(ii) By the Agency of Main Line Companies.	(a) Open Lines . . .	...	...	770,400
		(b) Construction . . .	1,391	16,004,500	8,107,000
		Total . . .	1,391	16,004,500	2,771,900
	TOTAL I . . .	2,328	25,404,700	10,763,000	5,151,400
II.—Against the Capital Accounts of the 3 old Guaranteed Railway Companies.	(a) Open Lines . . .	...	...	...	(a) 552,800
	(b) Construction . . .	162	1,874,300	6,300	298,800
	TOTAL II . . .	162	1,874,300	6,300	851,600
III.—Against the Capital Accounts of Indian Railway Companies other than the 3 old Guaranteed Railway Companies.	(a) Open Lines . . .	...	...	...	578,900
	(b) Construction . . .	1,254	14,079,700	4,386,900	2,358,400
	TOTAL III . . .	1,254	14,079,700	4,386,900	2,937,300
IV.—Against the Capital Accounts of Branch Line Companies which are in receipt of a firm Government guarantee.	(a) Open Lines . . .	...	...	...	...
	(b) Construction . . .	90	642,700	125,200	(a) 218,000
	TOTAL IV . . .	90	642,700	125,200	218,000
TOTAL, I TO IV . . .	(a) Open Lines . . .	...	...	...	3,304,400
	(b) Construction . . .	3,834	42,001,400	15,281,400	5,855,900
	GRAND TOTAL . . .	3,834	42,001,400	15,281,400	9,158,300

(a) Not included in programme for 3 years, 1896-97 to 1898-99.



on Railways to end of 1901-1902—concl'd.

Total expenditure to 31st March 1899. (Cols. 5 + 6.)	Budget Estimate, 1899-1900.	FORECAST FOR		Total probable expenditure up to end of 1901-1902.	No.	REMARKS.
		1900-1901.	1901-1902.			
		Subject to alteration.				
7 *	8	9	10	11	12	13
Rx.	Rx.	Rx.	Rx.	Rx.		
...	625,800	650,000	650,000	...	...	
3,633,200	1,203,200	1,097,200	1,023,000	6,956,600	...	
3,633,200	1,829,000	1,747,200	1,673,000	6,956,600	...	
...	1,308,500	1,260,000	1,310,000	...	...	
10,108,500	1,567,500	1,292,000	1,445,500	14,413,500	...	
10,108,500	2,876,000	2,552,000	2,755,500	14,413,500	...	
13,741,700	4,705,000	4,299,200	4,428,500	21,370,100	...	
...	544,000	250,000	250,000	...	...	
305,100	563,800	300,000	221,400	1,390,300	...	
305,100	1,107,800	550,000	471,400	1,390,300	...	
...	384,000	600,000	600,000	...	...	
6,745,300	2,457,900	1,220,000	1,321,100	11,744,300	...	
6,745,300	2,841,900	1,820,000	1,921,100	11,744,300	...	
...	...	...	...	...	...	
343,200	168,000	59,200	...	570,400	...	
343,200	168,000	59,200	...	570,400	...	
...	2,862,300	2,760,000	2,810,000	...	...	
21,135,300	5,960,400	3,968,400	4,011,000	35,075,100	...	
21,135,300	8,822,700	6,728,400	6,821,000	35,075,100	...	





## APPENDIX B.

Statement showing Railways recommended since 1895-96 for early construction outside the programme by the agency of—

(i) Branch Line Companies,

(ii) Native States,

(iii) Railway Companies to which free land and minor concessions are given, which have actually been commenced or arranged for, omitting those shown in last year's Appendix B as completed.

Railway.	Length.	Estimated or approximate cost.	REMARKS.
	Miles.	Rx.	
<b>(I) BY BRANCH LINE COMPANIES.</b>			
<i>(a) Lines shown as under construction in 1897-98.</i>			
Segowlie-Ruksaul . . . . .	18	99,800	Completed and opened to traffic.
Open . . . . .	18	99,800	
South Behar . . . . .	79	1,129,407	Under construction by the agency of the East Indian Railway Company. More than $\frac{3}{4}$ ths finished.
Tapti Valley (Surat-Nandurbar-Amalner) . . . . .	156	1,400,139	Under construction by the agency of the Bombay, Baroda and Central India Railway Company. More than $\frac{3}{4}$ ths finished. First section to Vyara opened to traffic.
*Hurdwar-Dehra . . . . .	32	300,000	Under construction by the State for the Branch Line Company. Tunnels completed and nearly half of line finished.
*Brahmaputra-Sultanpur . . . . .	60	342,700	Under construction by the agency of the Eastern Bengal Railway. Nearly half finished.
Mymensingh-Jamalpur . . . . .	54	205,500	Ditto More than $\frac{3}{4}$ ths finished. First section to Jamalpur opened to traffic.
Jamalpur-Jagganathganj . . . . .			
Under Construction . . . . .	381	3,377,746	
<i>(b) Recommended lines shown as under consideration or negotiation in 1897-98.</i>			
Narwana-Kaithal Branch . . . . .	23	100,000	Completed and opened to traffic.
Open . . . . .	23	100,000	
Chandipur-Taki . . . . .	39	172,000	Concession granted pending arrangements for financing the project and preparation of necessary survey and estimate of cost.
Amritsar-Tarn Taran-Sarhali . . . . .	25	150,000	
	64	322,000	Concession granted. Commencement of work not yet authorised pending subscription of capital and submission of the detailed project.
<i>(c) New projects since put forward.</i>			
Nil.			
TOTAL (I) . . . . .	486	3,899,546	
<b>(II) BY NATIVE STATES.</b>			
<i>(a) Lines shown as under construction in 1897-98.</i>			
Wadhwan-Dhrangadhra . . . . .	21	65,200	Completed and opened to traffic.
Cooch Behar Town Extension . . . . .	3	15,000	Opened to traffic.
Open . . . . .	24	81,200	

\* Under new arrangements these two lines will be included in programme from next year.

APPENDIX B—*concl.*

Railway.	Length.	Estimated or approximate cost.	REMARKS.
(a) Lines shown as under construction in 1897-98— <i>contd.</i>	Miles.	Rx.	
Birur Shimoga Branch . . . . .	38	185,000	Under construction by the Mysore Durbar. Nearly $\frac{3}{4}$ ths finished.
Hyderabad-Godavari Valley . . . . .	390	2,988,200	Under construction by the Nizam's Guaranteed State Railways Company. More than half finished.
Guna-Bara Extension . . . . .	74	602,500	Under construction by the Durbars concerned. About $\frac{3}{4}$ ths finished.
Shadipali-Balotra (Jodhpore Section) . . . . .	135	427,700	Under construction by the Jodhpore Durbar. About half finished.
Jeypore-Chambal (Jeypore-Sawai-Madhupur) . . . . .	73	313,200	Under construction by the Jeypore Durbar. About half finished.
Cooch Behar-Alipore . . . . .	11	25,000	More than half finished.
Bikaner-Suratgarh . . . . .	114	247,330	Fifty miles opened for traffic, 64 under construction.
Pardi-Nandod . . . . .	18	60,690	Under construction for the Rajpipla Durbar. Pardi-Umalla Section, 5 miles, opened to traffic. About $\frac{1}{4}$ rd finished.
Under Construction . . . . .	853	4,819,620	
(b) Recommended lines shown as under consideration or negotiation in 1897-98.			
Ludhiana-Dhuri-Jakhal . . . . .	81	416,600	Construction sanctioned, but commencement as a railway project not yet authorised pending settlement of agreement with the Durbars concerned.
Gwalior-Bhind-Chambalghat . . . . .	46*	86,300	Half finished.
	127	502,900	* Excluding 6.54 miles of the existing line, which will require slight alterations.
(c) New projects put forward since 1897-98 and commenced or arranged for.			
Tinnevely-Quilon (Native State Section) . . . . .	58	766,200	Accepted for construction without any Government guarantee.
TOTAL (II) . . . . .	1,062	6,229,920	
(III) BY RAILWAY COMPANIES TO WHICH FREE LAND AND MINOR CONCESSIONS ARE GIVEN.			
(a) Lines shown as under construction or actually arranged for in 1897-98.			
Bengal and North-Western Railway Extension (Benares-Turtipur and Branches) . . . . .	210	1,318,100	Under construction. More than half finished.
Barsi Road-Pandharpur Extension . . . . .	33	133,925	Concession granted to the Barsi Light Railway Company. Work not yet commenced.
Nilgiri (Mettupalaiyam-Coonoor) . . . . .	17	355,000	Completed, but damaged by heavy rain as it was about to be opened to traffic.
	260	1,807,025	
(b) Recommended line shown as under consideration or negotiation in 1897-98.			
Kalka-Simla . . . . .	68	700,000	Contract executed and capital partly subscribed, but commencement of work not yet authorised, pending submission of, and sanction to, the detailed project.
Bengal Dooars Extensions . . . . .	126	611,100	Contract executed, estimates sanctioned and work commenced.
	194	1,311,100	
(c) New projects put forward since 1897-98 and commenced or arranged for.			
Nil.			
TOTAL (III) . . . . .	454	3,118,125	
GRAND TOTAL (I) TO (III) . . . . .	2,002	13,247,591	



## APPENDIX C.

Statement showing Railways recommended since 1895-96 for construction outside the programme by the agency of—

(i) Branch Line Companies,

(ii) Native States,

(iii) Railway Companies to which free land and minor concessions are given, but not yet actually commenced or arranged for.

Railway.	Length.	Estimated or approximate cost.	REMARKS.
	Miles.	Rx.	
(I) BY BRANCH LINE COMPANIES.			
(a) Lines included in the list of 1897-98 as under consideration.			
Bhagalpur-Bausi-Baidyanath . . . . .	90	739,700	Concession being arranged.
Ahmadpur-Baidyanath . . . . .	62	551,700	Negotiations in progress.
Gogri (Mansi)-Baptiahi . . . . .	85	500,700	Concession being arranged.
Kurnool Road Branch . . . . .	56	120,000	Under consideration.
Jullundur-Hoshiarpur . . . . .	25	150,000	Ditto ditto.
Ahmedabad-Dholka (Sabarmati-Dholka) . . . . .	34	130,800	Ditto ditto.
Nadiad-Kapadvanj . . . . .	28	87,400	Ditto ditto.
Nilgiri Extension (Coonoor-Ootacamund) . . . . .	12	192,000	Ditto ditto.
Mutupet-Avadyarkoil . . . . .	45	150,000	Construction by the Tanjore District Board agreed to.
Shibnibash (Kissengunge)-Kotchandpur-Magura.	51	130,000	Under consideration.
(b) New projects since put forward or recommended.			
Ammayānayakanur-Kuruvanath . . . . .	75	500,000	Negotiations in progress.
Sylhet District tramways . . . . .	43	120,000	Under consideration.
Cachar District tramways . . . . .	60	147,500	Ditto ditto.
Bezvada-Masulipatam . . . . .	44	530,000	Ditto ditto.
TOTAL (I) . . . . .	690	4,049,800	
(II) BY NATIVE STATES.			
(a) Lines included in the list of 1897-98 as under consideration.			
Arsikere-Hassan . . . . .	27	192,500	Under consideration by the Mysore Durbar.
Bara-Kotah (2 feet) . . . . .	43	95,000	Under consideration by the Kotah Durbar.
Mysore-Fraserpet . . . . .	52	250,000	Under consideration by the Mysore Durbar.
(b) New projects since put forward or recommended.			
Shoranur-Cochin . . . . .	64	917,700	Under consideration by the Travancore Durbar.
TOTAL (II) . . . . .	186	1,455,200	

APPENDIX C—*concl.*

Railway.	Length.	Estimated or approximate cost.	REMARKS.
	Miles.	Rx.	
(III) BY RAILWAY COMPANIES TO WHICH FREE LAND AND MINOR CONCESSIONS ARE GIVEN.			
(a) Lines included in the list of 1897-98 as under consideration.			
Bengal Dooars Extension (Bagrakote to Daling coal-fields).	5	34,000	Contract executed subject to the condition that the Company agrees to construct such line.
Vizianagram-Bimlipatam . . . . .	15	93,900	Negotiations in progress.
Laksam-Noakhali-Ichakhali . . . . .	38	228,000	Negotiations in progress. Alternative for Feni-Noakhali line.
(b) New projects since put forward or recommended.			
Gorakhpur-Bagaha . . . . .	65	334,000	Under consideration.
Ballia-Ghazipur . . . . .	34	156,400	Ditto ditto.
Jaunpur-Aunrihar . . . . .	34	129,200	Ditto ditto.
TOTAL (III) . . . . .	191	975,500	
GRAND TOTAL (I) TO (III) . . . . .	1,067	6,480,500	





2. And the mileage under construction or sanctioned for construction on the same date was 4,295·66 miles(e), as follows:—

Standard gauge— Miles. Miles.

(i) State lines worked by companies . . . . . 708·41

(ii) State lines worked by the State . . . . . 672·33

(iii) Guaranteed companies . . . . . 134·71

(iv) Assisted companies . . . . . 293·20

(v) Lines owned by native states and worked by companies . . . . . 76·00

(vi) Lines owned by native states and worked by State railway agency . . . . . 80·32

1,965·02

Metre gauge—

(vii) State lines worked by companies . . . . . 1,023·81

(viii) State lines worked by the State . . . . . 76·13

(ix) Assisted companies . . . . . 270·08

(x) Lines owned by native states and worked by companies . . . . . 428·29

(xi) Lines owned and worked by native states . . . . . 285·60

2,083·91

Special gauges—

(xii) State lines worked by companies . . . . . 56·67

(xiii) State lines worked by the State . . . . . 20·08

(xiv) Assisted companies . . . . . 33·00

(xv) Lines owned by native states and worked by companies . . . . . 48·80

(xvi) Lines owned by native states and worked by State railway agency . . . . . 15·22

(xvii) Lines owned and worked by native states . . . . . 72·96

246·73

TOTAL . (e) 4,295·66

There was thus a grand total of railways completed and in hand, on the 1st April 1898, of miles 25,493·74(f)

	Miles.	Miles.	Miles.
East India—			
Mughal Sarai to Gya . . . . .	128·25		
Hathras Road to Hathras City . . . . .	5·61		
Shikohabad to Farukhabad . . . . .	(a) 60·00	280·37	
Baran to Daltonganj, including colliery branch . . . . .	(a) 82·50		708·41
Bengal-Nagpur—			
Sini and Midnapore to Howrah . . . . .	170·00	380·00	
Midnapore to Barang (Cuttack) . . . . .	190·00		
Indian Midland—			
Damo to Katni . . . . .		63·04	
North Western—			
Lyallpur to Khanewal . . . . .	105·00		
Kotri to Hyderabad (Sind) . . . . .	5·30		
Campbellpore Cantonment to Basal (New Pind-Sultani) . . . . .	25·00	190·30	
Langar (b) to Mari . . . . .	55·00		
Oudh and Rohilkhand—			
Rae Bareilly to Benares . . . . .	138·69	223·69	
Ghaziabad to Moradabad . . . . .	87·00		672·33
Eastern Bengal—			
Panchooria to Faridpur . . . . .	14·69	20·09	
Panchooria to the Ganges . . . . .	6·90		
East Coast—			
Temporary Puri station to permanent Puri station . . . . .	1·89	6·44	
Godavari bridge at Rajamundry and approaches . . . . .	4·55		
Bezawada-Madras (Easwari-Bezawada section)—			
Endur to Gudur . . . . .	74·60	229·86	
Nellore (c) to Tadépalli . . . . .	155·26		
Great Indian Peninsula—			
Amalner to Jalgaon . . . . .	34·05	71·36	
Chalisgaon to Dhulia . . . . .	37·31		134·71
Madras—			
Calicut to Cannanore . . . . .	59·00	63·35	
Arcoot to Ravelpet . . . . .	4·35		
Southern Punjab (Delhi-Samudra)—			
Delhi Brewery to Delhi . . . . .	0·79	26·79	
Narwana to Kalthal . . . . .	25·00		
South Behar (Luckeesarai-Gya)—			
Luckeesarai to Gya . . . . .		79·00	293·20
Hardwar-Dehra—			
Hardwar to Dehra . . . . .		32·01	
Tapti Valley—			
Surat to Amalner . . . . .		156·40	
Bina-Goonas—			
Goonas to Bars . . . . .			76·00
Ludhiana-Dhuri-Jakhal—			
Ludhiana and Dhuri to Jakhal . . . . .			(a) 80·32
Bengal and North-Western—			
Terkoot section—			
Hajepore to Begamserai . . . . .	44·25	161·00	
Garhara to Kathar . . . . .	116·75		
Company's section—			
Balrampur to Tulsipur . . . . .	20·00	424·62	
Ganges-Gogra Doab lines—			
Turtipur to Benares . . . . .	83·20	263·62	
Mau to Shahganj . . . . .	60·00		
Mau and Ballia to Revelganj . . . . .	71·32		1,023·81
Annrihar to Ghazipur . . . . .	29·00		
Assam-Bengal—			
Badarpur to Makum . . . . .	325·32	381·37	
Badarpur to Silchar . . . . .	1·92		
Lumding to Jannua Mukh . . . . .	37·63		
Burma—			
Sedaw to the right bank of the Salween river . . . . .		217·72	
Eastern Bengal—			
Teesta bridge at Kaunia and approaches . . . . .		4·67	
Hyderabad (Sind)-Jodhpur frontier—			
Hyderabad (Sind) to the Jodhpur frontier . . . . .	(d) 171·20		76·13
Bengal Doonars—			
Malbazar to Hantupars . . . . .	46·00	121·76	
Dam Dim to Bagrakote . . . . .	6·76		
Deomoni Hat to Lalmonir Hat . . . . .	69·00		
Brahmaputra-Sultanpur—			
Sultanpur and Bogra to Kaliganj . . . . .		69·70	
Myrmaningh-Jamsilpur-Jagannathganj—			
Myrmaningh and Jamsilpur to Jagannathganj . . . . .		53·61	270·08
Segowile-Raksaul . . . . .		18·00	
Nigiri—			
Mettupalayam to Coonoor . . . . .		16·81	
Mysore-Nanjangud—			
Nanjangud station to a point nearer the town of Nanjangud . . . . .		0·50	
Birur-Shimoga—			
Birur to Shimoga . . . . .		37·96	428·29
Hyderabad-Godavari Valley—			
Secunderabad to Manmad . . . . .		359·81	
Jodhpore-Bikaner—			
Jodhpore section—			
Balotra to the Jodhpore frontier . . . . .		134·81	
Bikaner section—			
Bikaner to Lunkaransar . . . . .		50·57	
Oodeypore-Chitor—			
Debari to Oodeypore . . . . .		6·44	236·60
Jeypore-Sawai-Madhopur—			
Sanganer to Sawai-Madhopur . . . . .		72·75	
Dhranganadra—			
Wadhwan to Dhranganadra . . . . .		21·00	
(xii) Balpur-Dhamtari branch (Bengal-Nagpur) (2' 0")—			
Balpur to Dhamtari . . . . .	(a) 45·00	56·97	
Abhanpur to Rajim . . . . .	(a) 11·67		
(xiii) Eastern Bengal, Cooch Behar-Santabari extension (British section) (2' 6")—			
Alipore to Jhalnati . . . . .		20·08	
(xiv) Bare Light (2' 0")—			
Bare Light to Pandharpur . . . . .		(a) 33·00	
(xv) Rewah (2' 0")—			
Rewah to Sutra . . . . .	(a) 31·00	48·90	
Rajpipla (2' 6")—			
Raj Pardi to Nandod . . . . .		17·80	
(xvi) Cooch Behar (2' 0")—			
Right bank of the Toras river to the town of Cooch Behar . . . . .	3·73	15·22	
Cooch Behar to Alipore . . . . .	11·60		
(xvii) Gwalior-Sipri (2' 0")—			
Gwalior to Sipri . . . . .		72·96	

(a) Commencement of work not yet authorized.

(b) The length between Basal (New Pind-Sultani) and Langar, 16 miles, is a part of the open mileage of the Khushalgarh branch.

(c) Excluding the existing South Indian, metre gauge, railway between Gudur and Nellore, 24·34 miles, subsequently taken over and converted to the standard gauge.

(d) The mileage given is exclusive of 55·09 miles of the existing Hyderabad-Shadipally standard gauge railway to be converted to the metre gauge.

(e) Excluding the Dhatinda-Ferozepore conversion (59·35 miles).

(f) Includes the mileage of the Chettra-Companyganj railway, which is treated as a steam tramway for administrative purposes only.



	Miles.	Miles.	Miles.
(i) { Agra-Delhi chōli— Agra to Delhi . . . . . (a) 121·18 } Bengal-Nagpur— Kharagpur to Midnapore . . . . . (b) 8·00 }			129·18

(ii) { South Indian— Necapstam, to Nagore . . . . . (b) 4·67 } Birma Meiktila to Myingyan . . . . . 57·70 } Bagaine to Alon . . . . . 74·50 }			136·87
(iii) { Jodhpore-Bikaner (Bikaner section)— Bikaner-Bhatinda Extension— Lankaransar to Suratgarh . . . . . (d) 83·00 } Gigasar to Palana . . . . . 0·50 }			72·50

(iv) { Tezpur-Balipara (2' 6")— Tezpur ghāt to Balipara . . . . . (f) 20·10 } Howrah-Amta (2' 0")— Telukghat (Howrah) to Amta . . . . . (g) 23·75 } Bargachi to Jazatbalapur (branch) Howrah-Sheakhalla (2' 0")— Kadamtolla to Sheakhalla . . . . . (g) 19·25 } Chanditolla to Jonsai (branch) Ranaghat-Krishnagar (2' 0")— Right bank of the Churni river near Ranaghat to the left bank of the Jalangi river at Krishnagar . . . . . (j) 20·20 } Kalka-Simla (2' 0")— Kalka to Simla . . . . . (a) 68·00 }			166·30
(v) { Gwalior-Chambal ghāt (2' 0")— Gwalior to Blind . . . . . (c) 43·70 }			

(vi) { East Indian— Hathras Road to Hathras City . . . . . 5·61 } Bengal-Nagpur— Sini to Kolsaghat . . . . . 134·63 } Kharagpur to Barang (Cuttack) . . . . . 190·00 } Indian Midland— Damoh to Katni . . . . . 68·04 }			398·28
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(vii) { North Western— Lyallpur to Toba Tek Singh . . . . . 49·00 } Ondh and Rohilkhand— Rae Bareilly to Benares . . . . . 138·69 } Eastern Bengal— Panchooria to the Ganges . . . . . 5·50 } Panchooria to Faridpur . . . . . 14·39 } East Coast, including Bezwada-Madras— Temporary Puri station to permanent Puri station . . . . . 1·84 } Eunur to Gudur . . . . . 76·00 } Gudur to Nellore . . . . . 24·24 } Nellore to Tadepalli . . . . . 164·12 }			463·98
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(viii) Madras— Walajah Road to Ranipet . . . . . 4·35			
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(ix) { Southern Panjab (Delhi-Samastat)— Narwana to Kalthal . . . . . (d) 23·00 } Tapti Valley— Kaukra Khari to Vyara . . . . . 35·25 }			58·25
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(x) { Bengal and North-Western— Company's section— Bairampur to Tuleipur . . . . . (d) 18·50 } Gogra bridge at Bahramghat and approaches . . . . . 3·27 } Ganges Gogra Doab lines— Turtipur to Azamgarh . . . . . 51·35 } Manu to Benares . . . . . 58·85 } Manu to Ballia to Revelganj . . . . . 71·32 } Aunrihar to Ghazipur . . . . . 29·00 }			245·67
(xi) { South Indian— Nellore to Gudur . . . . . (e) 94·94 } Assam-Bengal— Jamuna Mukh to Lanka . . . . . (k) 19·00 } Badarpur to Silchar . . . . . 18·02 }			37·62

(xii) { Brahmaputra-Sultanpur— Sultanpur to Bogra . . . . . 23·50 } Mymensingh-Jamalpur-Jagannathganj— Mymensingh to Singhauli . . . . . 33·00 } Segowli-Baksaul . . . . . 18·00 } Nilgiri— Mettrupstaiyam to Coonoor . . . . . (d) 16·90 }			91·40
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(xiii) { Jodhpore-Bikaner— Bikaner section— Bikaner to Khari . . . . . 41·67 } Dhrangadra— Wadwan to Dhrangadra . . . . . (d) 20·83 }			62·50
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(xiv) Mysore-Nanjangūd— Nanjangūd town to a point nearer the town of Nanjangūd . . . . . 0·50			
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(xv) { Tezpur-Balipara (2' 6")— Tezpur ghāt to Balipara . . . . . (f) 20·10 } Howrah-Amta (2' 0")— Telukghat (Howrah) to Amta . . . . . (g) 23·75 } Bargachi to Jazatbalapur (branch) Howrah-Sheakhalla (2' 0")— Kadamtolla to Sheakhalla . . . . . (g) 19·25 } Chanditolla to Jonsai (branch)			68·10
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(xvi) { Rajpipla (2' 6")— Raj Pardi to Umalla . . . . . 5·00 }			
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(xvii) { Cooch Behar (2' 6")— Right bank of the Tarsar river to the town of Cooch Behar (d) 3·30 } Cooch Behar to Alipore . . . . . 11·60 }			14·90
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(xviii) { Gwalior-Sipri (2' 0")— Gwalior to Mobana . . . . . (d) 38·77 }			
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3. During 1898-99, i.e., from 1st April 1898 to 31st March 1899, 540·62 miles of new railway were authorized as follows:

Standard gauge—	Miles.	Miles.
(i) State lines worked by companies . . . . .	129·16	129·16

Metre gauge—	Miles.	Miles.
(ii) State lines worked by companies . . . . .	136·87	

(iii) Lines owned and worked by native states . . . . .	72·50	209·37
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Special gauges—	Miles.	Miles.
(iv) Assisted companies . . . . .	156·30	
(v) Lines owned and worked by native states . . . . .	45·79	202·09

TOTAL . . . . . 540·62

And 1,451·60 miles were opened to public traffic as follows:

Standard gauge—	Miles.	Miles.
(vi) State lines worked by companies . . . . .	398·28	
(vii) State lines worked by the state . . . . .	463·98	
(viii) Guaranteed companies . . . . .	4·35	
(ix) Assisted companies . . . . .	58·25	924·86

Metre gauge—	Miles.	Miles.
(x) State lines worked by companies . . . . .	245·67	

(xi) Assisted companies . . . . .	91·40	
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(xii) Lines owned and worked by native state . . . . .	62·50	
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(xiii) Lines owned by native states and worked by companies . . . . .	0·50	400·07
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Special gauges—	Miles.	Miles.
(xiv) Assisted companies . . . . .	68·10	
(xv) Lines owned by native states and worked by companies . . . . .	5·00	
(xvi) Lines owned by native states and worked by State railway agency . . . . .	14·80	
(xvii) Lines owned and worked by native states . . . . .	38·77	126·67

TOTAL . . . . . 1,451·60

- (a) Commencement of work not yet authorized.  
(b) Provisionally sanctioned.  
(c) The mileage given is exclusive of 6·53 miles of the existing light railway.  
(d) Correction of mileage.  
(e) Converted to standard gauge and added to the mileage of the Bezwada-Madras railway.  
(f) Constituted a railway from the 1st May 1899.  
(g) Constituted a railway from the 7th October 1898.  
(h) Excluding the Bhatinda-Ferozepore conversion (50·35 miles), which is likely to be opened in April 1899.  
(i) Excluding Segowli-Baksaul railway, which is shown separately.  
(j) Constituted a railway from the 23rd February 1899.  
(k) The Ganhati-Jamuna Mukh section (vide foot-note w on page 110) has also been reopened.

4. The total length of open line at the commencement of 1899-1900, i.e., on the 1st April 1899, will, therefore, be 22,650·96 miles, comprising:

	Miles.	Miles.
<i>Standard gauge—</i>		
(i) State lines worked by companies	4,190·02	
(ii) State lines worked by the State	4,954·77	
(iii) Guaranteed companies	2,592·47	
(iv) Assisted companies	642·51	
(v) Lines owned by native states and worked by companies	632·87	
(vi) Lines owned by native states and worked by State railway agency	123·86	
		13,136·50
<i>Metre gauge—</i>		
(vii) State lines worked by companies	6,877·86	
(viii) State lines worked by the State	643·99	
(ix) Assisted companies	328·60	
(x) Lines owned by native states and worked by companies	188·80	
(xi) Lines owned and worked by native states	920·86	
(xii) Foreign lines	75·25	
		9,033·36
<i>Special gauges—</i>		
(xiii) State lines worked by the State	36·25	
(xiv) Assisted companies	171·97	
(xv) Lines owned by native states and worked by companies	102·83	
(xvi) Lines owned by native states and worked by State railway agency	36·92	
(xvii) Lines owned and worked by native states	133·18	
		481·10
<b>TOTAL</b>		<b>22,650·96</b>

- (a) Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.  
 (b) Worked by the Indian Midland Railway Company.  
 (c) Worked by the Bombay, Baroda and Central India Railway Company.  
 (d) Worked by the Great Indian Peninsula Railway Company.  
 (e) Although forming an integral part of the East Coast State railway, this line is shown separately as it is worked by the Nizam's Guaranteed State Railways Company.  
 (f) Worked by the Madras Railway Company.  
 (g) Including 6·12 miles of military line not used for public traffic, the Mushkaf-Bolsa railway and the Kotri-Rohri chord line.  
 (h) Worked by the North Western State railway.  
 (i) Excluding the Bezwada extension, vide foot-note (e).  
 (j) Worked by the East Indian Railway Company.  
 (k) Including 2·19 miles, Trimmigherry troop siding, constructed but not used for ordinary public traffic.

\* Correction of mileage.

† Made up as follows:—

Open at the commencement of 1898-99 . . . . . 21,198·08

Add—Opened during 1898-99 . . . . . 1,451·80

22,649·88

Deduct—Decrease due to minor correction of mileage . . . . . 3·33

22,646·55

Add—Tanjore-Pulliarpatti quarry extension of the South Indian railway, previously omitted . . . . . 4·40

22,650·96

	Miles.	Miles.
(i) East Indian	1,710·70	
Bengal Central (a)	128·01	
Bengal-Nagpur	1,188·51	
Indian Midland	765·43	
Bhopal-Itarsi (British section)	(b) 13·11	4,190·02
Godhra-Rutlam-Nagda	(c) 140·01	
Wardha-Cool	(d) 44·88	
Bhind-Maumad	(e) 145·44	
Bezwada extension (East Coast State)	(f) 20·53	
Madras-Ennur section (Bezwada-Madras)	(g) 8·46	
(ii) North Western	(h) 2,869·02	
Hyderabad-Shadipalli	(i) 58·91	
Oudh and Rohilkhand	981·06	4,954·77
Eastern Bengal	273·89	
Calcutta Port Commissioners'	8·53	
East Coast, including Bezwada-Madras	(j) 794·37*	
(iii) Great Indian Peninsula	1,388·00	
Bombay, Baroda and Central India	609·90	2,592·47
Madras	843·87*	
(iv) Delhi-Umballa-Kalka	(k) 162·23*	
Turkessur	(l) 22·23	
Southern Punjab (Delhi-Samastota)	(m) 422·80	642·51
Tapti Valley	(n) 35·28	
(v) Khamsaon	(o) 7·55	
Amraoti	(p) 5·44	
Bina-Gooma	(q) 71·74	
Bhopal-Ujjain	(r) 113·53	
Bhopal-Itarsi (Native State section)	(s) 44·28	632·87
The Nizam's Guaranteed State	(t) 332·32	
Nagda-Ujjain	(u) 34·67	
The Gaekwar's Petlad	(v) 13·36	
Kolar Gold-fields	(w) 10·00	
(vi) Rajpura-Bhatinda	(x) 107·94	123·86
Jammu and Kashmir (Native State section)	(y) 15·92	
(vii) Bengal and North-Western—		
Tirhoot section	341·80	
Company's section (z)	745·49*	
Lucknow-Bareilly section (Rohilkund and Kumaon)	231·17	
Rajputana-Malwa	(aa) 1,673·94*	6,877·86
Palampur-Deesa	(ab) 17·28	
Southern Mahratta	(ac) 1,049·04	
Guntakal-Mysore frontier	(ad) 119·50	
Mysore section (Southern Mahratta)	(ae) 298·00	
South Indian	(af) 1,021·05*	
Mayavaram-Mutpet	(ag) 53·99	
Assam-Bengal	(ah) 398·25	
Burma	(ai) 936·45	
(viii) Eastern Bengal—		
Northern and Behar sections (including the Kumaon-Dharilo, 2' 6" gauge, branch)	478·47	
Dacca section	85·92	643·99
Cawnpore-Burhwal (Metre-gauge link)	(aj) 79·80	
(ix) Deoghur	4·79	
Rohilkund and Kumaon (Company's section)	53·92	
Bengal Dooars	30·40	
Dibru-Sadiya	77·50	
Ledo and Tikak-Margherita Colliery	(ak) 10·00	328·60
Ahmedabad-Parantli	(al) 24·59	
Brahmaputra-Sultanpur	(am) 23·50	
Mymensingh-Jamulpur-Jagannathganj	(an) 33·00	
Sergowlie-Haksaul	(ao) 18·00	
Nilgiri	(ap) 16·90	
(x) The Gaekwar's Mehsana	(aq) 92·63	
Kolhapur	(ar) 29·07	188·80
Yessavpur-Mysore frontier	(as) 51·35	
Mysore-Nanjangud	(at) 15·75	
(xi) Jodhpore-Bikaner	405·67	
Oddepore-Chitor	60·39	
Bhavnagar-Gondal-Junagad-Portbandar	(au) 333·46	920·86
Jetalpur-Rajkot	(av) 46·23	
Junagar	(aw) 54·28	
Dhrangadra	(ax) 30·83	
(xii) West of India Portuguese	51·00	
Pondicherry	(ay) 7·80	75·25
Karakkall-Peralam	(az) 14·45	
(xiii) Cherra-Companyganj (2' 6")	(ba) 8·00	36·25
Jorhat (2' 6")	28·25	
Darjeeling-Himalayan (2' 6")	51·00	
Bareilly Light (2' 6")	21·75	
Tarakshwar-Magra (2' 6")	31·13	171·97
Tozpur-Balipara (2' 6")	20·10	
Howrah-Arma (2' 6")	28·75	
Howrah-Sheakhalla (2' 6")	19·25	
(xiv) The Gaekwar's Dahhol (2' 6")	(bb) 78·80	102·83
Rajpura (2' 6")	(bc) 20·00	
(xv) Cooch Behar (2' 6")	94·36	
(xvi) Morvi (2' 6")	38·77	133·18
Gwalior-Sipri (2' 6")		

- (d) Although for convenience classed amongst State railways, this line is the property of the Bengal and North-Western Railway Company.

(m) Worked by the Southern Mahratta Railway Company.

(n) Worked by the South Indian Railway Company.

(o) Worked by the Assam Railway and Trading Company.

(p) Including 4·60 miles of Bhavnagar Dock estates and Junagad quarry line.

(q) Worked by the Bhavnagar-Gondal-Junagad-Portbandar railway.

(r) Treated as a steam tramway for administrative purposes only. Temporarily closed to traffic from 1st May 1898 on account of damages done by flood.

(s) Reopened for goods traffic on 23rd December 1898.

(t) Worked by the Eastern Bengal State railway.

(u) Extending 3·66 miles of the Lucknow-Bareilly railway between Daliganj and Aishbagh.

(v) Worked by the Bengal and North-Western Railway Company.



	Miles.	Miles.	Miles.
East Indian—			
Mughal Sarai to Gya	126.28		
Sikolabad to Farukhabad	(a) 66.00		
Bakur to Daltonganj, including colliery branch	(a) 82.60		
(i) Agra-Delhi chord—		439.29	
Agra to Delhi	(a) 121.16		
Bengal-Nagpur—			
Kolchhat to Howrah	35.37		
Khargpur to Midnapore	(c) 8.00		
North Western—			
Campbellpore Cantonment to Basal (New			
Pind Sahib)			
Lahore to Mari	(b) 86.75		
Toba Tek Singh to Khanewal	56.00		
Kotri to Hyderabad (Sind)	5.30		
(ii) Oudh and Rohilkhand—		239.60	
Ghaziabad to Moradabad	87.00		
East Coast—			
Godavari bridge at Rajamundry and approaches	4.55		
Great Indian Peninsula—			
Amalner to Jaigaon	34.05		
Chalisgaon to Dahanu	(b) 38.10		
(iii) Madras—		155.05	
Calicut to Cannanore	(b) 65.00		
Southern Punjab (Delhi-Cantonment)—			
Delhi Brewery to Delhi	0.79		
South Behar (Lucknow-Gya)—			
Lucknow to Gya	79.00		
(iv) Hardwar-Jehra—		231.14	
Hardwar to Dehra	32.01		
Tapti Valley—			
Vyara to Amalner	121.34		
(v) Bhopal—			
Gons to Bara	(b) 74.12		
(vi) Ludhiana-Dhuri-Jakkal—			
Ludhiana and Dhuri to Jakkal	(a) 80.32		
Bengal and North-Western—			
Tirhoot section—			
Hajepore to Bogansera	43.25		
Gachara to Kathihar	116.78		
Company's section—			
Ganga-Gogra Doab lines—			
Azamgarh to Shahganj	33.00		
South Indian—			
Nazapalam to Nagore	(c) 4.07		
(vii) Assam-Bengal—		927.03	
Haldipur to Lumding	113.14		
Lanka to Lakwar	171.51		
Lakwar to Mankum	52.38		
Burma—			
Sidaw to the right bank of the Salween	(b) 280.00		
river			
Meiktila to Mungyan	67.70		
Sagaing to Alon with a river siding to			
Myimma	74.50		
(viii) Eastern Bengal—		76.18	
Teesa bridge at Kamna and approaches	4.87		
Hyderabad (Sind)-Jodhpore frontier—			
Hyderabad to Jodhpore frontier	(d) 71.26		
Bengal Doab—			
Mallabar to Hantupara	46.00		
Dam Dima to Bagrakote	6.76		
Deomoni Hat to Lalimour Hat	69.00		
(ix) Brahmaputra-Saltanpur—		178.77	
Bohra to Kaliganj	36.20		
Mymensingh-Jamshilpur-Jagannathganj—			
Singhiani to Jagannathganj	20.81		
(x) Birur-Shimoga—			
Birur to Shimoga	37.08		
Hyderabad-Jodavari Valley—			
Secunderabad to Manmad	389.81		
Jodhpore-Bikaner—			
Jodhpore section—			
Bakota to the Jodhpore frontier	136.81		
Bikaner section—			
Khari to Lankaranwar	8.90		
Lankaranwar to Suratgarh	(e) 63.00		
Gussar to Patana	9.50		
(xi) Oodypore-Chitor—		298.43	
Debari to Oodypore	6.44		
Jeypore-owai-Madhupur—			
Sanganer to Sawai-Madhupur	72.78		
(xii) Raipur-Dhamtari branch (Bengal-Nagpur) (2' 0")—			
Raipur to Dhamtari	45.00		
Abhaipur to Rajim	11.67		
(xiii) Eastern Bengal—			
Cooch Behar-Santabari extension (British section) (2' 6")—			
Alipore to Jhalni			
Ranaghat-Krishnagar (2' 0")—			
Harsi Light (2' 0")—			
(xiv) Bansi Road to Pandharpur	(d) 33.00		
Kalka-Simla (2' 0")—			
Kalka to Simla	(a) 68.00		
(xv) Rajpitha (2' 6")—			
Umalla to Naudod	12.80		
Rowah (2' 0")—			
Rowah to Sutna	(a) 31.00		
Gwalior-Etpr (2' 0")—			
Mohasa to Etpr	35.04		
(xvi) Gwalior-Chambalghat—			
Gwalior to Bind	(e) 45.00		

(a) Commencement of work not yet authorized.

(b) Correction of mileage.

(c) Provisionally sanctioned.

(d) Excluding 55.48 miles of the Hyderabad-Shadipalli standard gauge railway to be converted to the metre gauge.

(e) Excluding 6.54 miles of existing light railway.

\* Made up as follows:—

	Miles.
Completed and in hand at the beginning of 1898-99	25,493.74
Sanctioned during 1898-99	54.02
	25,547.76
Deduct—	
Decrease due to realignment of the Assam-Bengal Railway	6.59
Net decrease due to minor correction of mileage	4.66
	25,536.51
Add—	
Gogra bridge and approaches at Bahramghat, previously omitted	3.27
Increase due to new alignment of the Mari-Attock Railway	6.75
Increase due to new alignment of the Calcutta-Cannanore Railway	6.00
Increase due to new alignment of the Mandalay-Kunlon Railway	42.28
	58.30
	25,594.81

5. And the mileage under construction or sanctioned for construction on the 31st March 1899 will be 3,430.15 miles, made up as follows:

## Standard gauge—

(i) State lines worked by companies . . . . . 439.29

(ii) State lines worked by the State . . . . . 239.60

(iii) Guaranteed companies . . . . . 155.05

(iv) Assisted companies . . . . . 233.14

(v) Lines owned by native states and worked by companies . . . . . 74.12

(vi) Lines owned by native states and worked by State railway agency . . . . . 80.32

1,201.52

## Metre gauge—

(vii) State lines worked by companies . . . . . 927.93

(viii) State lines worked by the State . . . . . 76.13

(ix) Assisted companies . . . . . 178.77

(x) Lines owned by native states and worked by companies . . . . . 427.79

(xi) Lines owned and worked by native states . . . . . 295.43

1,906.05

## Special gauges—

(xii) State lines worked by companies . . . . . 56.67

(xiii) State lines worked by the State . . . . . 20.08

(xiv) Assisted companies . . . . . 121.20

(xv) Lines owned by native states and worked by companies . . . . . 43.80

(xvi) Lines owned and worked by native states . . . . . 80.83

322.58

TOTAL . . . . . 3,430.15

Making a grand total of railways completed and in hand at the commencement of 1899-1900 of miles 26,081.11\*

And showing, after allowing for corrections of mileage, an advance on the previous year, of miles . 586.09

6. It is expected that the following lengths of unfinished line will be opened for public traffic in 1899-1900 :

	Miles.	Miles.
<i>Standard gauge—</i>		
(i) State lines worked by companies . . . . .	169.63	
(ii) State lines worked by the State . . . . .	142.75	
(iii) Guaranteed companies . . . . .	86.00	
(iv) Assisted companies . . . . .	233.14	
(v) Lines owned by native states and worked by companies . . . . .	74.12	
		655.64
<i>Metre gauge—</i>		
(vi) State lines worked by companies . . . . .	171.67	
(vii) Assisted companies . . . . .	57.01	
(viii) Lines owned by native states and worked by companies . . . . .	347.98	
(ix) Lines owned and worked by native states . . . . .	147.87	
		724.53
<i>Special gauges—</i>		
(x) State lines worked by companies . . . . .	56.67	
(xi) State lines worked by the State . . . . .	20.08	
(xii) Assisted companies . . . . .	20.20	
(xiii) Lines owned by native states and worked by companies . . . . .	12.80	
(xiv) Lines owned and worked by native states . . . . .	80.83	
		190.58
<b>TOTAL</b>		<b>1,570.75</b>

Leaving the undermentioned lines for completion in 1900-1901 or later :

	Miles.	Miles.
<i>Standard gauge—</i>		
(xv) State lines worked by companies . . . . .	269.66	
(xvi) State lines worked by the State . . . . .	96.85	
(xvii) Guaranteed companies . . . . .	99.05	
(xviii) Lines owned by native states and worked by State railway agency . . . . .	80.32	
		545.88
<i>Metre gauge—</i>		
(xix) State lines worked by companies . . . . .	756.26	
(xx) State lines worked by the State . . . . .	76.13	
(xxi) Assisted companies . . . . .	121.76	
(xxii) Lines owned by native states and worked by companies . . . . .	79.81	
(xxiii) Lines owned and worked by native states . . . . .	147.56	
		1,181.52
<i>Special gauges—</i>		
(xxiv) Assisted companies . . . . .	101.00	
(xxv) Lines owned by native states and worked by companies . . . . .	31.00	
		132.00
<b>TOTAL</b>		<b>1,859.40</b>

	Miles.	Miles.	Miles.
<i>East Indian—</i>			
(i) Moghal Sarai to Gya . . . . .	126.20		
(ii) Bengal-Nagpur—			
Kolarhat to Howrah . . . . .	35.37		
Khargpur to Midnapore . . . . .	(a) 5.00	43.37	169.83
<i>North Western—</i>			
(ii) Campbellpore Cantonment to Bassi (New Pind Saitai) . . . . .	83.75		
Laugar to Marli . . . . .	56.00		
Toba Tek Singh to Khanewal . . . . .			142.75
(iii) Great Indian Peninsula—			
Chalisgaon to Dhulia . . . . .			36.00
Southern Punjab (Delhi Samastana)—			
Delhi Brewery to Delhi . . . . .	0.79		
South Bihar (Luckeesarai-Gya)—			
Luckeesarai to Gya . . . . .	70.00		
(iv) Hardwar-Delhra—			
Hardwar to Dehra . . . . .	32.01		
Tapti Valley—			
Vyara to Amalner . . . . .	121.34		
(v) Bina-Goonna—			
Goonna to Bara . . . . .			74.12
<i>Bengal and North-Western—</i>			
Tirhoot section—			
Hajepore to Begamsarai . . . . .	44.25	60.00	
Garhara to Moheshkunt . . . . .	44.75		
(vi) South Indian—			
Negapatam to Nagore . . . . .	(a) 4.70		171.67
Assam-Bengal—			
Lumding to Makum . . . . .	18.00		
Burma—			
Sodaw to Namnaw . . . . .	60.00		
Brahmaputra-Suliaupur—			
Bogra to Kailganj . . . . .	36.20		
(vii) Mymensingh-Jamalpur-Jagannathganj—			
Singhiani to Jagannathganj . . . . .	20.81		67.01
Birur-Shimoga—			
Birur to Shimoga . . . . .	37.95		
(viii) Hyderabad-Godavari Valley—			
Mamnad to Runjanee . . . . .	170.00	310.00	347.98
Secunderabad to Limbgaon . . . . .	180.00		
Oodeypore-Chitor—			
Debari to Oodeypore . . . . .	6.44		
Jodhpore-Bikaner—			
Jodhpore section—			
Bakotra to Barmer . . . . .	59.75		
Bikaner section—			
Kharti to Lankaragarh . . . . .	8.90	68.05	147.87
Jeypore-Sewal-Madhonpur . . . . .		72.79	
<i>Rajpur-Dhamtari branch (Bengal-Nagpur railway) (2' 0")—</i>			
(x) Rajpur to Dhamtari . . . . .	45.00		66.67
Abhanpur to Rajm . . . . .	11.67		
(xi) Eastern Bengal—			
Extension (British section) (2' 6")—			
Alipur to Jhalint . . . . .			20.08
(xii) Ranaghat-Krishnanagar (2' 6")—			20.20
(xiii) Rajpura (2' 6")—			
Umalla to Nandod . . . . .			12.80
(xiv) Gwalior-Sipri (2' 0")—			
Mohana to Sipri . . . . .	35.04		
Gwalior-Chambalghat (2' 0")—			80.83
Gwalior to Bhind . . . . .	43.79		
<i>East Indian—</i>			
(iv) Shikondab to Farukhabad . . . . .	(b) 60.00		
Baran to Datongaul, including colliery branch . . . . .	(b) 82.50		289.66
Agra-Delhi chord—			
Agra to Delhi . . . . .	(b) 121.16		
<i>North Western—</i>			
(xvi) Kotli to Hyderabad . . . . .	5.30		
Oudh and Rohilkhand—			
Ghaziabad to Moradabad . . . . .	87.00		96.85
East Coast—			
Godavari bridge at Rajahmundry and approaches . . . . .	4.55		
(xvii) Great Indian Peninsula—			
Amalner to Jalgaon . . . . .	31.05		
Madras—			
Calicut to Cannanore . . . . .	65.00		99.05
(xviii) Ludhiana-Dhuri-Jakhal—			
Ludhiana and Dhuri to Jakhal . . . . .			(b) 80.32
<i>Bengal and North-Western—</i>			
Tirhoot section—			
Moheshkunt to Katihar . . . . .	72.00		
Company's section—			
Azimgarh to Shahganj . . . . .	33.00		
(xix) Assam-Bengal—			
Haldarpur to Lumding . . . . .	113.14	310.06	756.26
Lumding to Makum . . . . .	203.92		
Burma—			
Namnaw to the right bank of the Salween river . . . . .	200.00		
Meltila to Myitagan . . . . .	57.70		
Saguing to Aion with a river siding to Myitma . . . . .	74.50	832.20	
(xx) Hyderabad (Sind)-Jodhpore frontier—			
Hyderabad to Jodhpore frontier . . . . .	71.26		
(xxi) Eastern Bengal—			
Teesta bridge at Kannia and approaches . . . . .	4.87		76.18
(xxii) Bengal Doon—			
Malbazar to Hantupara . . . . .	40.00		
Dam Dim to Bagrakote . . . . .	6.70		
Deemoni Hat to Lalmonir Hat . . . . .	69.00		121.76
(xxiii) Hyderabad-Godavari Valley—			
Runjanee to Limbgaon . . . . .			79.81
(xxiv) Jodhpore-Bikaner—			
Jodhpore section—			
Barmer to Jodhpore frontier . . . . .	75.06		
Bikaner section—			
Lankaragarh to Suratgarh . . . . .	(a) 63.00		147.86
Gignar to Palana . . . . .	9.50		
<i>Barsi Light (2' 6")—</i>			
(xxv) Barsi Road to Pandharpur . . . . .	(b) 33.00		
Kalka-Simla (2' 6")—			
Kalka to Simla . . . . .	(b) 68.00		101.00
(xxvi) Rewah (2' 6")—			
Rewah to Sutra . . . . .			(b) 31.00

(a) Provisionally sanctioned.  
(b) Commencement of work not yet authorized.





# The Gazette of India, EXTRAORDINARY.

PUBLISHED BY AUTHORITY.

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CALCUTTA, WEDNESDAY, MARCH 29, 1899.

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## HOME DEPARTMENT.

### NOTIFICATION.

#### ESTABLISHMENTS.

No. 184.

*Calcutta, the 29th March, 1899.*

A vacancy having occurred in the office of an Ordinary Member of the Council of the Governor-General of India owing to the vacation of office by the Hon'ble Sir James Westland, K.C.S.I., Her Majesty the Queen, Empress of India, has been graciously pleased to appoint Mr. Clinton Edward Dawkins to be an Ordinary Member of the Council of the Governor-General of India.

Mr. Dawkins has, on this day, taken upon himself the execution of his office under the usual salute.

A. H. L. FRASER,

*Offg. Secretary to the Government of India.*

# THE CONSTITUTION OF THE UNITED STATES

## PREAMBLE

WE THE PEOPLE of the United States, in Order to form a more perfect Union, establish Justice, insure domestic Tranquility, provide for the common defence, promote the general Welfare, and secure the Blessings of Liberty to ourselves and our Posterity, do hereby adopt this Constitution.

## ARTICLE I

### SECTION 1

All legislative Powers herein granted shall be vested in a Congress of the United States, which shall consist of a Senate and House of Representatives.

Representatives and direct Taxes shall be apportioned among the several States which may be admitted into or exist within the Union, according to their respective Numbers, which shall be determined by adding to the whole Number of free Persons, including those bound to Service for a Year, and the three fifths of all other Persons, (except Indians not taxed) the Number of free Persons in each State.

### SECTION 2

The House of Representatives shall be composed of Members chosen every second Year by the People of the several States, and the Electors in each State shall have the Qualifications requisite for Electors of the most numerous Branch of the State Legislature.

No Person shall be a Representative who shall not have attained to the Age of twenty five Years, seven Years a Citizen of the United States, and when elected shall have been seven Years a Citizen of the State in which he shall be chosen.

Representatives and direct Taxes shall be apportioned among the several States which may be admitted into or exist within the Union, according to their respective Numbers, which shall be determined by adding to the whole Number of free Persons, including those bound to Service for a Year, and the three fifths of all other Persons, (except Indians not taxed) the Number of free Persons in each State.

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# The Gazette of India, EXTRAORDINARY.

PUBLISHED BY AUTHORITY.

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CALCUTTA, THURSDAY, MARCH 30, 1899.

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## FINANCE AND COMMERCE DEPARTMENT.

### NOTIFICATION.

No. S. R.—1429 C.

*Calcutta, the 30th March 1899.*

In exercise of the powers conferred by the Indian Post Office Act, 1898 (VI of 1898), and in supersession of all existing notifications under that Act or the Indian Post Office Act, 1866 (XIV of 1866), the Governor General in Council is pleased to issue the following rules and orders:—

### Part I.—Rates of postage.

#### I.—Inland postal articles.

1. The following rates of postage shall be chargeable on postal articles where the postage is prepaid:—

##### Letters.

For a letter not exceeding half a tola in weight . . . . .	Half an anna.
For a letter exceeding half a tola but not exceeding one tola and a half in weight . . . . .	One anna.
For every additional one tola and a half or part of that weight . . . . .	One anna.

##### Postcards.

For a single postcard . . . . .	One-quarter of an Anna.
For a reply postcard . . . . .	Half an anna.

##### Book, pattern and sample packets.

For every ten tolas or part of that weight . . . . .	Half an anna.
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##### Registered newspapers.

For a newspaper not exceeding four tolas in weight . . . . .	One-quarter of an anna.
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For a newspaper exceeding four  
tolas but not exceeding twenty  
tolas in weight . . . . . Half an anna.  
For every additional twenty tolas  
or part of that weight . . . . . Half an anna.

**Parcels.**

For a parcel not exceeding twenty  
tolas in weight . . . . . Two annas.  
For a parcel exceeding twenty  
tolas but not exceeding forty  
tolas in weight . . . . . Four annas.  
For every additional forty tolas or  
part of that weight . . . . . Four annas.

2. The following rates of postage shall be chargeable on the delivery of postal articles where the postage is not prepaid or is insufficiently prepaid :—

On an unpaid letter, postcard of private  
manufacture or packet . . . . . Double the prepaid rate.  
On an insufficiently paid letter or packet Double the deficiency.  
On an unpaid registered parcel . . . . . The prepaid rate (and  
registration fee).

**II.—Foreign postal articles.**

3. The following are declared to be the rates of postage chargeable on postal articles where the postage is prepaid :—

**Letters.**

*For the United Kingdom and the following British Possessions and Protectorates :—*

Ascension.  
Bahamas.  
Barbados.  
Bermuda.  
British Central Africa.  
British East Africa.  
British Guiana.  
British Honduras.  
Canada.  
Cyprus.  
Falkland Islands.  
Fiji Islands.  
Gambia.  
Gibraltar.  
Gold Coast Colony.  
Hong Kong.  
Johore.  
Lagos.  
Leeward Islands, namely—  
Antigua,  
St. Kitts,  
Nevis,  
Dominica,  
Montserrat, and the  
Virgin Islands,

Malay States (Protected), namely—  
Perak,  
Selangor,  
Negri-Sembilan, and  
Pahang.  
Natal.  
Newfoundland.  
Niger Coast Protectorate.  
Niger Territory.  
St. Helena.  
Sarawak.  
Seychelles.  
Sierra Leone.  
Straits Settlements.  
Tobago.  
Trinidad.  
Turks Islands.  
Uganda.  
Windward Islands, namely—  
Grenada,  
St. Lucia,  
St. Vincent,  
Zanzibar.

For a letter not exceeding half an  
ounce in weight . . . . . One anna.  
For every additional half ounce or  
part of that weight . . . . . One anna.



*For any other part of the world served by the Foreign post with the exception of Ceylon :—*

For a letter not exceeding half an ounce in weight . . . . .	Two and a half annas.
For every additional half ounce or part of that weight . . . . .	Two and a half annas.
<i>For Ceylon</i> . . . . .	Indian inland rates.

#### Postcards.

*For any part of the world served by the Foreign post with the exception of Ceylon :—*

For a single postcard . . . . .	One anna.
For a reply postcard . . . . .	Two annas.
<i>For Ceylon</i> . . . . .	Indian inland rates.

#### Printed papers (including newspapers and books).

*For any part of the world served by the Foreign post with the exception of Ceylon :—*

For a packet not exceeding two ounces in weight . . . . .	Half an anna.
For every additional two ounces or part of that weight . . . . .	Half an anna.
<i>For Ceylon</i> . . . . .	Indian inland rates.

#### Business papers (legal and commercial documents).

*For any part of the world served by the Foreign post with the exception of Ceylon :—*

For a packet not exceeding ten ounces in weight . . . . .	Two and a half annas.
For every additional two ounces or part of that weight . . . . .	Half an anna.
<i>For Ceylon</i> . . . . .	Indian inland rates.

#### Samples.

*For any part of the world served by the Foreign post with the exception of Ceylon :—*

For a packet not exceeding four ounces in weight . . . . .	One anna.
For every additional two ounces or part of that weight . . . . .	Half an anna.
<i>For Ceylon</i> . . . . .	Indian inland rates.

#### Registered newspapers.

<i>For Ceylon</i> . . . . .	Indian inland rates.
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#### Parcels.

The Director General shall, from time to time, declare in the Indian Postal Guide the countries and places to which parcels may be transmitted by the Foreign post, and the rates of postage chargeable in each case. In the case of Ceylon the Indian inland rates of postage shall be applicable, provided that prepayment of postage, and registration, shall be compulsory.

4. The following are declared to be the rates of postage chargeable on the delivery of postal articles, other than parcels received by the Foreign post, where the postage is not prepaid or is insufficiently prepaid :—

When the postage is not prepaid	. Double the prepaid rate.
When the postage is insufficiently prepaid	. Double the deficiency.

## Part II.—Main conditions of transmission by post of postal articles.

### I.—Inland postal articles.

#### (a) Postcards.

5. Single and reply cards of private manufacture, with or without adhesive postage stamps affixed thereto in payment of postage, may be transmitted by post as postcards :

Provided that they are in conformity, as regards size and weight, with the inland postcards issued by the Post Office.

6. (1) Nothing shall be written on the address-side of a postcard except—

- (a) the heading "Postcard" or "Reply Postcard;"
- (b) the name and address of the addressee;
- (c) the name and address of the sender;
- (d) the date of posting;
- (e) engravings or advertisements, provided that sufficient space is left for a clear address and for the official marks of the Post Office.

(2) Nothing shall be affixed or attached to a postcard except,—

- (a) on the address-side, postage stamps in pre-payment of postage and the registration-fee (if any), or an address-label bearing the name and address of the addressee and not exceeding in size 2 inches in length by  $\frac{3}{4}$  of an inch in width;
- (b) on the other side, receipt stamps.

*Explanation.*—The sender of a reply-postcard may affix to the address-side of the reply-half an address-label bearing his name and address and not exceeding in size 2 inches in length by  $\frac{3}{4}$  of an inch in width.

(3) A postcard shall not be folded, cut or otherwise altered, except that the impressed postage stamp (if any) may be perforated with initials.

7. Should any of the conditions imposed by rules 5 and 6 be infringed, the postcard shall be treated as a letter.

#### (b) Book packets.

8. A book packet may contain any of the following articles :—

- (1) Newspapers and publications of all kinds; books, whether blank or printed; engravings, photographs, drawings, plans, maps, printed music, and proof sheets, with or without the manuscript relating thereto; blank paper, parchment, or card-board; and, generally, anything printed, engraved, lithographed or papyrographed on paper, parchment or card-board.
- (2) Business papers, written or drawn wholly or partly by hand, not being of the nature of a letter or having the character of a personal communication, such as deeds, bills of lading, invoices, accounts; and manuscript of all kinds, including manuscript music, not being of the nature of personal correspondence.



- (3) Written letters of old date which have previously passed through the post and served their original purpose.

With any of the above-mentioned articles may be sent anything that is necessary for their safe transmission through the post, such as rollers, etc., and with any of the articles mentioned in clause (1) may be sent any legitimate binding, mounting, or covering, loose or attached, and anything that ordinarily appertains to such articles, as pens and pencils in the case of a pocket-book, photographs in the case of a photograph-book, and card-plates in the case of visiting cards.

Manuscript for the press shall not be reckoned as having the character of personal correspondence within the meaning of clause (2), and may be sent as a book packet.

9. No communication of the nature of a letter, or having the character of a personal communication, shall be enclosed with, or written upon, the contents of a book packet:

Provided that nothing in this rule shall be held to prohibit inscriptions or entries stating who the sender is or to whom the articles are to be given, or to prohibit purely complimentary greetings from being entered, in writing or otherwise, on Christmas, New Year and Birthday cards and similar articles.

10. A book packet shall not contain "paper-money," which for the purposes of this rule includes unobliterated postage or other stamps, currency notes, hundies, cheques, bank-notes, bankpost bills, bills of exchange, and all orders or authorities for the payment of money.

*Explanation.*—This rule shall not apply to a book packet containing a stamped and addressed envelope, postcard, or wrapper, forwarded by the sender of the packet in order that such envelope, card, or wrapper may be returned through the post to the sender or sent to some other person designated by him.

11. The dimensions of a book packet, which may be of any shape, shall not exceed two feet in length by one foot in width and one foot in depth. When, however, the packet is in the form of a roll, the length shall not exceed thirty inches:

Provided that, if the length exceeds twenty-four inches (two feet), the diameter shall not exceed four inches.

12. A book packet shall be posted without a cover, or with a cover entirely open at both ends, or in an unfastened envelope or in a cover which can be easily removed so as to admit of a ready examination of the contents. The ends of the packet, however, may be tied with string.

*Illustration.*—A closed envelope notched at the sides or ends does not admit of a ready examination of its contents, and does not, therefore, fulfil the conditions prescribed by this rule.

13. If a book packet is found to contain anything not permitted by the rules, or to be in excess of the prescribed size, or to be packed in a manner not in accordance with the rules, it shall be charged on delivery with letter or parcel postage, whichever may be less. Any postage stamps that may be affixed to it shall, however, be recognised in assessing the charge.

#### (c) Pattern packets.

14. A pattern packet may contain *bond fide* trade patterns or samples of merchandise not having any saleable value, together with, or without, any matter which may be sent as a book packet. There shall be no writing upon or in a pattern packet, except the name and address of the sender, the name and address of the person for whom it is intended, a trade mark, numbers, prices, and indications as to the weight, size or quantity to be disposed of.

15. The dimensions of a pattern packet shall not exceed two feet in length by one foot in width and one foot in depth; and the weight shall not exceed forty tolas.

16. A pattern packet shall be posted without a cover, or with a cover open at both ends, or in an unfastened envelope or other cover which can be easily removed so as to admit of a ready examination of the contents. Samples

of seeds, drugs, and other articles which cannot be sent in unfastened or removable envelopes may be sent enclosed in boxes or bags, provided that they are fastened in such a way that they can be easily opened. They may also be sent in air-tight cases when necessary, provided that the nature of the contents is certified on the cover under the full signature and address of the sender.

17. If a pattern packet is found to contain anything not permitted by the rules, or to be in excess of the prescribed size or weight, or to be packed in a manner not in accordance with the rules, it shall be charged on delivery with letter or parcel postage, whichever may be less. Any postage stamps that may be affixed to it shall, however, be recognised in assessing the charge.

(d) Registered newspapers.

18. Newspapers as defined in section 9 of the Indian Post Office Act, 1898 (hereinafter referred to as "the Act") shall be transmitted by post as registered newspapers, provided that they are posted in accordance with the following conditions:—

- (1) The newspaper shall be registered in the office of the Postmaster General, or officer exercising the powers of the Postmaster-General, of the postal circle in which it is published. Such registration shall cease to have effect at the close of the calendar year following that in which it was effected, and must be renewed if a continuance of the privilege conferred by the system beyond that time is desired.
- (2) The postage shall be prepaid by postage stamps.
- (3) The newspaper shall bear in print immediately above the address the word "Registered" followed by the registration-number which shall be assigned to it by the Postmaster-General or other officer referred to in condition (1).
- (4) The newspaper shall be posted at the place of publication.
- (5) The newspaper shall be posted without a cover or in a short cover open at the ends.
- (6) There shall be no word printed on the newspaper after its publication or upon the cover (if any) thereof, nor shall any writing or mark be made upon it or upon the cover (if any) thereof, except the name and address of the person to whom it is sent, and, if desired, the name and address of the newspaper, or of the sender.
- (7) There shall be no paper or thing enclosed in or with any such newspaper other than an extra or supplement as specified in section 9 of the Act.

Nothing in this rule shall be held to prevent newspapers being transmitted by post, either singly or otherwise, at the rates, and under the conditions, prescribed for book packets.

(e) Parcels.

19. A parcel may contain one (but shall not contain more than one) written communication of the nature of a letter, or having the character of a personal communication:

Provided that the communication shall be addressed only to the addressee of the parcel itself.

20. A parcel shall not exceed 440 tolas in weight, unless it is registered, in which case the weight shall not exceed 25 seers (2,000 tolas). A parcel shall not be of a kind which, owing to size, shape, manner of packing, or any other cause, cannot be carried by post without serious inconvenience or risk.

21. The postage on a parcel, unless it is a registered parcel, shall be fully prepaid by means of postage stamps which shall be affixed either to the cover of the parcel or to an official label which can be obtained free at the post office. In either case, the sender or his messenger shall affix the stamps himself, postal officials being strictly forbidden to affix them.



The postage, including the registration fee, on a registered parcel may be either fully prepaid or wholly unpaid: partial prepayment of postage shall not be recognized.

22. Every parcel intended for transmission by post shall be presented at the window of the post office. Any parcel found in a letter-box shall be treated and charged as a registered parcel.

(f) Re-direction of postal articles.

23. A postal article re-directed to any place served by the Inland post by an officer of the Post Office or by an agent of the addressee after its delivery shall be transmitted by post free of charge in respect of such further transmission:

Provided that,—

- (1) in the case of an unregistered article re-directed by an agent of the addressee,—the article has not been opened and has been either returned to the postman or re-posted at the place of delivery; and,
- (2) in the case of a registered article re-directed by an agent of the addressee,—the article has not been opened and has been returned to the postman at the place of delivery with the receipt unsigned.

24. A postal article re-posted after having been opened, or re-posted at any place other than the place at which it was delivered, shall be treated as a postal article posted for the first time, and charged with postage accordingly. A registered article of which delivery has been taken can be re-posted only under the conditions prescribed for the posting of registered articles for the first time.

II.—Foreign postal articles.

25. The Director-General shall, from time to time, notify in the Indian Postal Guide the conditions in force for the transmission of postal articles by the Foreign post:

Provided that the rules relating to inland registered newspapers shall be deemed to apply in the case of newspapers sent to Ceylon.

Treatment of postal articles from abroad bearing fictitious or previously used stamps.

26. Where a postal article has been received by post from any place beyond the limits of British India, bearing a fictitious or previously used postage stamp, and the addressee of such postal article has failed to attend, by himself or his agent, at the post office of delivery within the time specified in the notice sent to him in that behalf, or, having so attended, has refused to make known the name and address of the sender or to re-deliver the postal article or such portion thereof as may be required under section 27 of the Act, and, in consequence of such failure or refusal, the postal article has not been delivered to the addressee or his agent, the postal article shall be disposed of in the following manner:—

The officer in charge of the post office at which the postal article has been received for delivery, shall record a statement, in such form as the Director General shall prescribe, setting forth the action taken by him under the provisions of section 27 of the Act, and the fact of such failure or refusal as aforesaid on the part of the addressee or his agent; and shall forward the statement, together with the postal article, through the usual channel, to the Director General.

The Director General shall then, in due course, transmit the statement, together with the postal article, to the Postal Administration of the place beyond the limits of British India from which the article was received.

## Part III.—Registration of postal articles.

### I.—Inland postal articles.

27. Letters, postcards, book and pattern packets and parcels may be registered at any post office for transmission by post to any other post office.

28. In addition to the postage, the following further fees shall be charged for the registration of postal articles:—

For a letter, postcard, or book or pattern packet . . . 2 annas.

For a parcel not exceeding 20 tolas in weight . . . 2 annas.

For a parcel exceeding 20 tolas in weight . . . 4 annas.

29. The prepayment of the postage and registration fee shall be optional in the case of uninsured registered parcels, and shall be compulsory in the case of all other registered articles. Prepayment of the postage and registration fee on registered articles shall be made by means of postage stamps affixed to the articles.

30. Articles intended for registration shall be presented at the window of the post office.

31. A receipt shall be given to the person who presents an article for registration at the post office window during the hours prescribed for posting registered articles.

32. No registered article shall be delivered to the addressee unless and until he or his agent has signed a receipt for it in such form as the Director General shall prescribe.

33. The sender of a registered article shall be entitled to obtain an acknowledgment of its delivery signed by the addressee by paying a fee of one anna, in addition to the postage and registration fee, at the time of posting the article. The fee for a special acknowledgment shall be paid by means of postage stamps affixed to the article, in the case of registered postcards, letters, and packets, and in cash in the case of registered parcels.

34. The sender of a registered article may obtain an attested copy of the original receipt signed by the addressee on payment of a special fee of three annas, provided that he makes his application for it within six months of the date on which the addressee signed the original receipt.

35. Registration shall be obligatory in the case of—

(1) any parcel exceeding 440 tolas in weight;

(2) any parcel for which the postage is not prepaid;

(3) any insured parcel; and

(4) any parcel addressed to a place for which a customs declaration is required.

36. (1) A currency note, or any portion of a currency note, may be sent by post only in a registered cover. Registration shall be compulsory in the case of a postal article which contains postage or other stamps or labels, or a cheque, hundi, bank note, bankpost bill, bill of exchange, or the like, if the contents are either superscribed upon the cover, or are known or manifest to the officers of the Post Office owing to the transparency, insecurity or insufficiency of the cover, or to any other cause. Nothing in this rule shall be held to render registration of a packet compulsory only by reason that it contains a stamped envelope, postcard, or wrapper as provided by the explanation to rule 10.

(2) Twice the fee for registration shall be levied on the delivery of any postal article required under this rule to be registered at the time of posting on which the fee for registration has not been prepaid.

### II.—Foreign postal articles.

37. Letters, postcards and packets may be registered at any post office for transmission to countries and places served by the foreign post, subject to such exceptions as the Director General shall, from time to time, notify in the Indian Postal Guide.



38. In addition to the postage, a further fee of two annas shall be charged for the registration of any article to be sent by the foreign post.

39. The prepayment of the postage and registration fee on foreign registered articles shall be compulsory, and shall be made by means of postage stamps affixed to the articles.

40. Rules 30, 31 and 32, relating to the registration of inland postal articles, shall be equally applicable to registered articles sent or received by the foreign post.

41. The sender of a registered article addressed to any country belonging to the Universal Postal Union shall be entitled to obtain an acknowledgment of its delivery by paying, at the time of posting the article, a fee, in addition to the postage and registration fee, of one anna in the case of a registered article addressed to Ceylon, and of two annas in the case of a registered article addressed to any other such country.

## Part IV.—Insurance of postal articles.

### I.—Inland postal articles.

42. Registered letters, value-payable registered letters and registered parcels may be insured up to the value of Rs500 at such branch post offices, and up to the value of Rs2,000 at such other post offices, as may be authorized by the Director General to accept articles for insurance:

Provided that in no case shall such value exceed the real value of the contents of the article insured.

43. Insurance shall be of two kinds, complete and partial. Complete insurance shall cover all risks in course of transmission by post. Partial insurance shall cover all risks in course of transmission by post in British territory, and all risks, except those arising out of highway robbery, in course of transmission by post in such Native State territory as may be specified in this behalf by the Director General in the Indian Postal Guide.

44. In addition to the postage and the fee for registration, the following further fees shall be charged for insurance:—

	Annas.
Where the value insured does not exceed Rs50 . . . . .	2
Where the value insured exceeds Rs50 but does not exceed Rs100 . . . . .	4
For every additional Rs100 or fraction thereof . . . . .	4

The further fees in the case of partially insured articles shall be charged at only half the above rates.

45. The prepayment of all charges on insured articles, namely, postage, registration fees and insurance fees, shall be compulsory. Payment in all cases shall be made by means of postage stamps affixed to the articles.

46. The cover of a letter intended for insurance shall be of strong paper or other substantial material, securely closed and sealed at intervals not exceeding two inches along each fold or seam. A parcel intended for insurance shall be securely packed in an outer covering of cloth, waxcloth or wood. If the parcel is packed in cloth or waxcloth, it shall bear seals at intervals not exceeding three inches over each seam. All the seals affixed to an insured article shall be of the same kind of wax and shall bear distinct impressions of the same device. The device shall not be that of a current coin or merely a series of straight, curved or crossed lines.

47. The minimum size for an insured parcel shall be 12 cubic inches.

48. An article intended for insurance shall be presented at the window of the post office with the amount for which the sender wishes it to be insured, clearly written, in words and figures, on the cover. The name and address of

the sender shall also be written on the cover in the lower left-hand corner, or on a separate slip of paper, to be presented with the article, should there be no room for his name and address on the cover.

49. A receipt shall be given to the person who presents an article for insurance at the post office window during the hours prescribed for posting insured articles.

50. The sender of an insured article shall be entitled to obtain, free of charge, an acknowledgment of its delivery signed by the addressee.

51. There shall be payable to the sender of an insured postal article compensation not exceeding the amount for which the article has been insured, for the loss of the postal article or its contents or for any damage caused to it in course of transmission by post :

Provided that the compensation shall in no case exceed the value of the article lost or the amount of the damage caused and provided that in the case of loss the sender shall furnish full particulars of the contents of the postal article and their value :

Provided, also, that no compensation shall be payable—

- (a) where there has been misdelivery arising out of incorrectness or incompleteness of the address written by the sender ;
- (b) where there has been fraud on the part of the sender or addressee ;
- (c) where the insured article has been delivered to the addressee and he has signed and returned the receipt therefor ;
- (d) where the sender has not given intimation of the loss within three months from the date of posting ;
- (e) where the damage was due to improper or insecure packing ;
- (f) where there is no visible damage to the cover or seals ; or,
- (g) in the case of partially insured articles, where the loss or damage was caused by highway robbery during the transit in respect of which the insurance is partial only.

52. Compensation shall be payable one month after the date on which intimation of loss is given by the sender to the Post Office, except in cases in which the Postmaster-General may consider that the circumstances demand the withholding of payment pending inquiry. When compensation has been paid for the loss of a postal article or its contents, the Post Office shall be entitled to retain, and dispose of, such postal article or its contents should they be subsequently recovered, and the compensation paid not be refunded on demand being made.

53. Coin, bullion, precious stones, jewellery and articles of gold or silver may be sent by post only in insured registered letters or insured parcels. If a letter or parcel presented at the post office window is found to contain any such object of value, it shall not be accepted for transmission by post, unless the sender insures it ; and, if an uninsured article manifestly containing any such object of value is found in course of transmission by post, it shall be either intercepted and returned to the sender or forwarded to destination and delivered to the addressee subject to the payment of a fee of one rupee. The payment of this fee shall not impose any liability on the Government.

*Explanation.*—In this rule, the expression “ articles of gold or silver ” includes articles made wholly or partly of gold or silver, but not electro or other plated goods or gold or silver lace or embroidery.

## II.—Foreign parcels.

54. The Director-General shall, from time to time, notify in the Indian Postal Guide the countries and places for transmission to which foreign parcels may be insured, and the limit up to which such parcels may be insured in each case :

Provided that in no case shall such value exceed the real value of the contents of the parcel insured.



55. In addition to the postage, the following further fees shall be charged for insurance:—

(a) *For insurance to Ceylon.*

	Annas.
Where the value insured does not exceed R100 . . .	4
For every additional R100 or fraction thereof . . .	4

(b) *For insurance to other countries or places.*

Where the value insured does not exceed £5 . . .	6
For every additional £5 or fraction thereof . . .	6

56. The prepayment of all charges on insured foreign parcels shall be compulsory. Payment in all cases shall be made by means of postage stamps affixed to the parcels.

57. A foreign parcel intended for insurance shall be packed securely and substantially, with due regard to the nature of the contents and the length of the journey, in an outer covering of cloth and canvas or other substantial material shall bear seals of wax or lead at intervals not exceeding three inches along each line of sewing or join. All the seals affixed to an insured foreign parcel shall be of the same kind of wax or lead and shall bear distinct impressions of the same device. The device shall not be that of a current coin or merely a series of straight, curved or crossed lines.

58. A foreign parcel intended for insurance shall be presented at the window of the post office with the amount for which the sender wishes it to be insured, clearly written, in words and figures, on the cover, and accompanied by such form or forms duly filled up as may be prescribed by the Director-General, from time to time, in the Indian Postal Guide. The name and address of the addressee of a foreign parcel intended for insurance shall be written in ink on the actual covering of the parcel.

59. A receipt shall be given to the person who presents a foreign parcel for insurance at the window of the post office during the hours prescribed for posting insured foreign parcels.

60. There shall be payable to the sender, or, in default or at the request of the sender, to the addressee of an insured foreign parcel, compensation not exceeding the amount for which the parcel has been insured, for the loss of the parcel or its contents or for any damage caused to it in course of transmission by post; and the sender shall, in the case of loss, also be entitled to a refund of the postage, but in no case of the insurance fee paid:

Provided that the compensation shall in no case exceed the value of the article lost or the amount of the damage caused.

Provided, also, that no compensation shall be payable—

- (a) where the loss or damage has been caused by the fault or negligence of the sender, or arises from the nature of the article;
- (b) where the insurance has been fraudulently made for a sum above the real value of the contents, or there has been any other fraud on the part of the sender or addressee;
- (c) where the insured article has been delivered to the addressee and he has signed and returned the receipt therefor;
- (d) where the sender or addressee has not given intimation of the loss or damage within twelve months from the date of posting;
- (e) where the loss or damage was due to improper or insecure packing;
- (f) where there is no visible damage to the cover or seals; or
- (g) In cases beyond control (*e.g.*, tempest, ship-wreck, earthquake, war, etc.).

61. Where a foreign parcel contains coin, bullion, precious stones, jewellery, watches or articles of gold or silver, it shall not be accepted for transmission

by post unless the sender wishes to insure it. If a foreign parcel containing any such object of value is addressed to a country or place to which insurance is not available, the parcel shall be insured for its inland transit within the limits of British India, and in such cases the fee charged for insurance shall be calculated as follows :—

(a) *When the value is expressed in rupee currency.*

	Annas.
Where the value insured does not exceed Rs 50 . . .	2
For every additional Rs 50 or fraction thereof . . .	2

(b) *When the value is expressed in sterling.*

Where the value insured does not exceed £3 . . .	2
For every additional £3 or fraction thereof . . .	2

If an uninsured foreign parcel, declared to contain or manifestly containing any of the objects of value specified above, is received from a country with which, as notified by the Director-General in the Indian Postal Guide, insured parcels can be exchanged, the parcel shall either be intercepted and returned to the sender or forwarded to destination and delivered to the addressee subject to the payment of a fee of one rupee. The payment of this fee shall not impose any liability on Government.

*Explanation.*—In this rule, the expression “articles of gold or silver” includes articles made wholly or partly of gold or silver, but not electro or other plated goods, or gold or silver lace, or embroidery.

62. Where an insured foreign parcel is received in India subject to a fresh insurance fee by reason of its having been re-directed, such fee shall be recoverable on delivery as if it were postage due under the Act.

## Part V.—Value-payable post.

### I.—Value-payable postal articles.

63. Registered and unregistered parcels, registered letters, registered book packets, newspapers prepaid at newspaper rates of postage, and fully prepaid unregistered book packets, may be transmitted by the inland post as value-payable postal articles, provided that the amount to be recovered on any such postal article shall not be less than 4 annas or more than 1,000 rupees, and shall not contain a fraction of an anna.

Postal articles as aforesaid, with the exception of unregistered parcels, may be transmitted by post to Ceylon as value-payable postal articles, provided that the amount to be recovered on any such postal article shall not exceed Rs 150.

64. No such postal article as aforesaid shall be accepted for transmission by post as a value-payable postal article unless the sender declares that the contents have been sent in execution of a *bond fide* order received by him.

65. Legal documents, bonds, policies of insurance, promissory notes, railway goods and parcel receipts, bills of lading, or ordinary bills for collection may be sent as value-payable postal articles, provided that the sender declares that they are so sent in execution of a *bond fide* order received by him.

*Explanation.*—In the case of a railway receipt or bill of lading sent as a value-payable postal article, it will be sufficient for the purposes of this rule if the article to which the railway receipt or bill of lading relates, has been sent in execution of a *bond fide* order.

66. Every postal article intended to be transmitted by post as a value-payable postal article shall be presented at the post office with a printed form, to be prescribed by the Director-General and obtainable at the post office, in which the sender shall specify the sum to be recovered from the addressee, fill in the required entries and sign the declaration that the article is sent in execution of a *bond fide* order. If the article is an unregistered parcel, unregistered book packet, or newspaper prepaid at newspaper rates of postage, a fee calculated



according to the schedule below on the amount specified for recovery from the addressee shall be prepaid by the sender by affixing postage stamps of the value of the fee to the form presented with the article in the space provided for this purpose. The sender of a postal article intended to be transmitted by post as value-payable shall write his name and address clearly on the article itself.

*Schedule of fees.*

On any sum specified for recovery not exceeding R10 . . . . .	2 annas.
On any sum specified for recovery exceeding R10, but not exceeding R25 . . . . .	4 annas.
On any sum specified for recovery exceeding R25 . . . . .	4 annas for each complete sum of R25, and 4 annas for the remainder, provided that, if the remainder does not exceed R10, the charge for it shall be only 2 annas.

67. When the sum specified is recovered from the addressee, the amount for payment to the sender shall be remitted to him by means of a money order. In the case of a value-payable unregistered parcel, book packet or value-payable newspaper prepaid at newspaper rates of postage, the whole amount specified for recovery shall be remitted to the sender; in the case of any other value-payable article, the amount specified for recovery, *minus* a fee calculated as in rule 66, shall be remitted. If the addressee of a value-payable article refuses or omits to take delivery of it, the article shall be returned to the sender, who will be required to pay any postage that may be due on it, and, in the case of a value-payable unregistered parcel, book packet or value-payable newspaper prepaid at newspaper rates of postage, to acknowledge receipt of the article by signing the form presented by the postman. Under no circumstances will the fee prepaid in stamps, in the case of a value-payable unregistered parcel, book packet or value-payable newspaper be refunded.

68. The Government shall not incur any liability in respect of the sum specified for recovery on a value-payable postal article unless and until that sum has been received from the addressee.

**II.—Transmission by post of railway receipt-notes open as value-payable articles.**

69. A railway receipt-note for goods may be transmitted by post open as a value-payable postal article:

Provided that—

- (1) the goods to which the railway receipt-note relates, does not exceed R1,000 in value; and
- (2) the railway receipt-note shows on its face that the goods to which it relates, have been consigned to the sender himself, is endorsed to the person to whom the goods are to be delivered, and is signed by the sender.

70. The open railway receipt-note shall be presented at the post office with the printed form prescribed by the Director-General for registered value-payable postal articles, in which the sender shall specify the sum to be recovered from the addressee, fill in the required entries and sign the declaration that the article is sent in execution of a *bonâ fide* order.

71. A fee of two annas shall be paid on each railway receipt-note presented for transmission by post open. The fee shall be paid in postage stamps, which shall be affixed by the sender to the receipt-note.

72. The Post Office will transmit the open railway receipt-note to the post office of destination, and will deliver it to the person to whom it has been endorsed by the sender, on his paying the amount specified for recovery, in such

manner as the Director-General may from time to time appoint for the delivery of registered value-payable postal articles.

73. The amount when recovered will be remitted to the sender in accordance with the rules for the time being in force relating to registered value-payable postal articles.

74. A railway receipt-note for goods may be transmitted by post open under the foregoing rules, without compliance with the conditions laid down in the second proviso to rule 69, if—

(1) it relates to goods sent—

(a) between stations on such railways as are for the time being specified in this behalf by the Director-General in the Indian Postal Guide, or

(b) between offices on the Kalka-Simla Government Bullock Train-line, or between such offices and stations on the North-Western State Railway; and

(2) shows on its face that the goods so sent have been declared at the booking office as being sent under the value-payable system.

75. These rules apply also to receipt-notes for goods conveyed by steamer within the limits of British India.

76. Nothing in these rules shall be construed to prevent the transmission by post of receipt-notes under the rules for the time being in force relating to the value-payable post generally.

## Part VI.—Money orders.

### I.—Inland money orders.

#### (a) *Ordinary inland money orders.*

77. The amount for which a single money order may be issued, shall not exceed R600, and shall not include a fraction of an anna, except in the case of money orders issued by, or in favour of, any Department of the Government, or by, or in favour of, a District, Local or Municipal Board.

78. Money orders may be issued on the following Native States, but the amount for which a single money order may be issued on these States, shall not exceed R150:—

Chamba.		Gwalior.		Nabha.
Faridkot.		Jhind.		Patiala.

79. A commission on the issue of inland money orders shall be charged at the following rates, namely:—

On any sum not exceeding R10 . . . . .	2 annas.
„ „ „ exceeding R10, but not exceeding R25 . . . . .	4 annas.
On any sum exceeding R25 . . . . .	4 annas for each complete sum of R25, and 4 annas for the remainder, provided that, if the remainder does not exceed R10, the charge for it shall be only 2 annas.

80. The Director-General may, at any time, suspend the issue of money orders upon any particular post office, or group of post offices, or direct that money orders shall not be so issued except on payment of special rates of commission higher than those prescribed by rule 79.



81. The remitter of a money order shall fill in, in ink, on a money order form prescribed by the Director-General such particulars as the Director-General may require. Such particulars may be written in English or in the vernacular of the district.

82. The money order form duly filled in, together with the amount of the money order and commission, may be presented at the post office during the hours prescribed by the Director-General for money order business.

83. A receipt shall be given to the remitter for the amount paid by him on account of the money order and commission.

84. The remitter of a money order shall be entitled to obtain, free of charge, an acknowledgment of the payment of the amount of the order signed by the payee.

85. The payment of a money order shall ordinarily be made at the address of the payee on his signing the money order and acknowledgment.

86. The money order and acknowledgment shall be signed by the payee named by the remitter, or by some person authorized in writing by the payee in this behalf. The signature shall be written in ink in the space provided for the purpose.

87. If the remitter or payee of a money order is illiterate, his mark shall be obtained and shall be verified in such manner as the Director-General may direct.

88. A money order shall be re-directed to the payee on his written request free of charge.

89. The remitter of a money order which has not been paid, may require that the address of the payee shall be altered or that the name of the post office, at which the order was originally made payable, shall be changed. The required change shall be made without additional charge on the remitter's applying in writing to the post office at which the order was issued.

90. The remitter of a money order which has not been paid, may require that the amount be paid to some person other than the payee named in the order. The required change shall be made, on payment of a second commission equal to the first, on the remitter's applying in writing to the post office at which the order was issued.

91. The remitter of a money order which has not been paid, may stop payment and require that the money be re-paid to himself. This shall be done without additional charge on the remitter's applying in writing to the post office at which the money order was issued, and producing the receipt and giving full particulars of the payee's address as entered in the money order. In no case, however, shall the Post Office be responsible for inability or failure to stop payment of a money order in compliance with the remitter's request.

92. If the payee of a money order cannot be found, or if the payee refuses to take payment, the amount of the order shall be returned at once to the remitter free of charge. The commission shall in no case be refunded.

93. If payment of a money order to the payee cannot be effected and the amount cannot be re-paid to the remitter owing to the latter not being found, the order shall be void and its value credited to the Government. But, if the payee or remitter subsequently applies for payment, the amount of the order shall be paid to him on a fresh money order issued by the Comptroller, Post Office, provided that application is made before the expiration of one year from the date of issue of the original order.

*(b) Telegraphic inland money orders.*

94. The amount for which a single telegraphic money order may be issued, shall not exceed R 600, and shall not include any sum less than a rupee, and, if the amount exceeds R 150, the telegraphic money order shall not be for a sum which is not a multiple of R 10.

95. The following fees (which include the cost of the telegram) shall be charged for the issue of telegraphic money orders:—

		<i>R a.</i>	
On sums not exceeding R25		1	4
" " exceeding R 25 but not exceeding R 50		1	8
" " " " 50	" " 75	1	12
" " " " 75	" " 100	2	0
" " " " 100	" " 125	2	4
" " " " 125	" " 150	2	8
" " " " 150	" " 200	3	0
" " " " 200	" " 250	3	8
" " " " 250	" " 300	4	0
" " " " 300	" " 350	4	8
" " " " 350	" " 400	5	0
" " " " 400	" " 450	5	8
" " " " 450	" " 500	6	0
" " " " 500	" " 550	6	8
" " " " 550	" " 600	7	0

96. The Director-General may, at any time, suspend the issue of telegraphic money orders upon any post office, or group of post offices, or direct that telegraphic money orders shall not be so issued except on payment of special fees higher than those prescribed by rule 95.

97. The remitter of a telegraphic money order shall fill in, in ink, on a money order form prescribed by the Director-General, such particulars as the Director-General may require.

98. The money order form duly filled in, together with the amount of the telegraphic money order and fees, may be presented at the post office during the hours prescribed by the Director-General for telegraphic money order business.

99. A receipt shall be given to the remitter, showing the total amount paid by him, the payee's name and the hour at which the telegraphic money order was presented.

100. The remitter of a telegraphic money order shall be entitled to obtain free of charge, by post, an acknowledgment of the payment of the amount of the order signed by the payee.

101. The payment of a telegraphic money order shall ordinarily be made, as soon as practicable after receipt of the telegraphic advice by the office of payment, at the residence of the payee on his signing a receipt for the amount paid and the acknowledgment.

102. The receipt and acknowledgment shall be signed by the payee named by the remitter, or by some person authorized in writing by the payee in this behalf. The signature shall be written in ink in the space provided for the purpose.

103. If the remitter or payee of a telegraphic money order is illiterate, his mark shall be obtained and shall be verified in such manner as the Director-General may direct.

104. If the payee of a telegraphic money order has removed from the place at which the order was originally payable, and has left written instructions with the post office for the re-direction of articles to his address, the telegraphic money order shall be re-directed to him by post on receipt of the postal confirmation of the telegraphic money order, and the order shall be payable at the revised address without any extra charge.

105. The remitter of a telegraphic money order which has not been paid, may require that the address of the payee shall be altered, or that the name of the office at which the order was originally made payable, shall be changed. The required alteration shall be made in the ordinary course of post, without



additional charge, on the remitter's applying in writing to the post office at which the money order was issued.

106. The remitter of a telegraphic money order which has not been paid, may require that the amount be paid to some person other than the payee named in the order. The required change shall be made in the ordinary course of post, on payment of the commission chargeable on an ordinary money order for the same amount, on the remitter's applying in writing to the post office at which the order was issued, and presenting the receipt granted for the original order.

107. The remitter of a telegraphic money order which has not been paid, may stop payment and require that the money be re-paid to himself. This shall be done on the remitter's applying in writing to the post office at which the money order was issued, producing the receipt and giving full particulars of the payee's address as entered in the money order. Payment may be stopped by telegram, the remitter paying the necessary charges at the ordinary rates for it. In no case, however, shall the Post Office be responsible for inability or failure to stop payment of a money order in compliance with the remitter's request.

108. If the payee of a telegraphic money order cannot be found, or should the payee refuse to take payment, a reference will be made to the office of issue, and the telegraphic money order, if still undeliverable, will then be re-issued by telegraph, free of any further charge, for repayment to the remitter. The fees shall in no case be refunded.

109. If payment of a telegraphic money order to the payee cannot be effected and the amount cannot be repaid to the remitter owing to the latter not being found, the order shall be void and its value credited to the Government. But, if the payee or remitter subsequently applies for payment, the amount of the void order shall be paid to him on a fresh money order issued by the Comptroller, Post Office, provided that application is made before the expiration of one year from the date of issue of the original order.

## II.—Foreign money orders.

### (a) *Foreign money orders.*

110. (1) Foreign money orders shall be of two kinds, namely:—

- (a) Money orders expressed in rupee currency; and
- (b) Money orders expressed in sterling.

(2) The Director General shall, from time to time, notify in the Indian Postal Guide the countries and places with which money orders of each kind may be exchanged.

111. (1) The amount for which a single foreign rupee money order may be issued, shall not exceed R150, and shall not include any fraction of an anna.

(2) The amount for which a single foreign sterling money order may be issued, shall not exceed £10, except in the cases specially notified by the Director General in the Indian Postal Guide. No such money order shall include any fraction of a penny.

(3) The amount of a foreign sterling money order shall be paid to the Post Office in rupee currency at such rate of exchange as the Director-General shall, from time to time, direct.

112. (1) In the case of foreign rupee money orders the rates of commission shall be the same as those for the time being charged on inland money orders.

(2) In the case of foreign sterling money orders the rates of commission shall be the following, namely :—

	R	a.
On sums not exceeding £2 . . . . .	0	4
" " exceeding £2 and not exceeding £5 . . . . .	0	8
" " " £5 " " £7 . . . . .	0	12
" " " £7 " " £10 . . . . .	1	0
" " " £10 " " £12 . . . . .	1	4
" " " £12 " " £15 . . . . .	1	8
" " " £15 " " £17 . . . . .	1	12
" " " £17 " " £20 . . . . .	2	0

(3) Where foreign sterling money orders have to be remitted through the agency of the British Post Office as notified by the Director General in the Indian Postal Guide, a further reduction will be made by the British Post Office from the amount payable to the payees at the following rates, namely :—

For sums not exceeding £2 . . . . .	3d.
" " exceeding £2 but not exceeding £6 . . . . .	6d.
" " " £6 " " £10 . . . . .	9d.

113. In the case of foreign sterling money orders the same remitter shall not be entitled to obtain in one day more than four money orders payable to the same payee, except under special permission conveyed to the issuing office by the Comptroller, Post Office.

114. (1) The remitter of a foreign rupee money order shall be entitled to obtain, free of charge, an acknowledgment of the payment of the amount of the order signed by the payee, except in the cases specially notified by the Director General in the Indian Postal Guide.

(2) The remitter of a foreign sterling money order from any post office except that at Aden shall be entitled to obtain, free of charge, an intimation from the Indian Post Office of exchange (at Bombay or Madras, as the case may be) that the money order has been communicated to the country of payment.

115. (1) In the case of a foreign sterling money order the remitter may, by application in writing accompanied by the money order receipt, require the Indian Post Office of exchange (at Bombay, Madras or Aden, as the case may be) to request the country of payment to alter the address of the payee in the money order, or to pay the amount thereof to some person other than the payee named in the order, or to stop payment of the order. The office of exchange will communicate the result of the reference without charge to the remitter, and, if payment is stopped, the amount of the order shall be refunded to the remitter, but the commission shall not be refunded.

(2) In the case of a foreign rupee money order the remitter may require similar services in accordance with rules 89, 90 and 91, relating to inland money orders.

116. Rules 80, 81, 82, 83 and 87, relating to inland money orders, shall be equally applicable to the issue of foreign money orders.

117. Foreign sterling money orders received for payment in India shall be paid as if they were inland money orders, the amount in sterling of the original money order being converted into rupee currency by the Indian post office of exchange (at Bombay, Madras or Aden, as the case may be) at such rate of exchange as the Director-General may, from time to time, direct.

118. The payment of a foreign money order shall ordinarily be made at the address of the payee. It shall be made on his signing the order and acknowledgment (except when otherwise provided by the Director-General) in the case of a foreign rupee money order, and on his signing the order in the case of a foreign sterling money order.



119. Under no circumstances can a foreign money order, whether a rupee money order or sterling money order, be paid after the expiration of one year from the date of its receipt in India.

120. Rules 86, 87, 88 and 92, relating to inland money orders, shall be equally applicable to the payment of foreign money orders.

(b)—*Indo-Ceylon telegraphic money orders.*

121. The amount for which a single Indo-Ceylon telegraphic money order may be issued in India shall not exceed  $\text{R}150$  and shall not include any fraction of a rupee.

122. The following fees (including the cost of the telegram) shall be charged on Indo-Ceylon telegraphic money orders issued in India, namely:—

	R	a.
On sums not exceeding $\text{R}10$ . . . . .	1	6
" " exceeding $\text{R}10$ but not exceeding $\text{R}25$ . . . . .	1	8
" " " 25 " " 50 . . . . .	1	12
" " " 50 " " 75 . . . . .	2	0
" " " 75 " " 100 . . . . .	2	4
" " " 100 " " 125 . . . . .	2	8
" " " 125 " " 150 . . . . .	2	12

123. Rules 96, 97, 98, 99 and 103, relating to telegraphic inland money orders, shall be equally applicable to the issue of the Indo-Ceylon telegraphic money orders.

124. The payment in India of an Indo-Ceylon telegraphic money order shall ordinarily be made, as soon as practicable after the receipt of the telegraphic advice, at the address of the payee on his signing a receipt for the amount paid.

125. If the payment of an Indo-Ceylon telegraphic money order cannot be made by the post office in India to which it was addressed, the money order shall be re-issued by telegraph, free of any further charge, for repayment to the remitter.

126. Rules 102 and 103, relating to telegraphic inland money orders, shall, as far as may be, apply to the payment in India of Indo-Ceylon telegraphic money orders.

## Part VII.—Official postal articles.

### I.—Inland official postal articles.

127. The following shall be the rates of postage chargeable on official postal articles where the postage is prepaid:—

	Postcards.	Letters.	Book Packets.	Parcels.
	Anna.	Annas.	Annas.	Annas.
Each postcard . . . . .	$\frac{1}{2}$	...	...	...
Not exceeding $\frac{1}{2}$ tola . . . . .	...	$\frac{1}{2}$	}	$\frac{1}{2}$
Exceeding $\frac{1}{2}$ tola and not exceeding 10 tolas . . . . .	...	1		
Exceeding 10 tolas and not exceeding 20 tolas . . . . .	...	2	1	
Exceeding 20 tolas and not exceeding 30 tolas . . . . .	...	3	$1\frac{1}{2}$	
Exceeding 30 tolas and not exceeding 40 tolas . . . . .	...	4	2	
Exceeding 40 tolas . . . . .	...	{ 1 anna per tola.	{ 2 anna per 10 tolas.	...
Exceeding 40 tolas and not exceeding 80 tolas . . . . .	...	...	...	8
and every additional 40 tolas . . . . .	...	...	...	4

*Illustration.*—A letter weighing 41 tolas shall be charged with 41 annas.

*Note 1.*—Articles which exceed 40 tolas shall be treated, and charged with postage, as packets or as parcels unless specially marked by the senders for transmission as letters, or prepaid at letter rates.

*Note 2.*—The prepayment of postage on unregistered parcels shall be compulsory. Parcels weighing more than 440 tolas shall be registered.

*Note 3.*—Postal articles for transmission to Ceylon may also be prepaid at the above rates. Official parcels for transmission to Aden or Ceylon shall be registered.

128. The postage chargeable on the delivery of official postal articles, when the postage is not prepaid or is insufficiently prepaid, shall be as follows :—

On an unpaid letter or packet . . . .	The prepaid rate.
On an insufficiently paid letter or packet . . . .	The deficiency.
On an unpaid registered parcel . . . .	The prepaid rate (and registration fee).

In cases where it is not thought advisable to entrust postage stamps to a subordinate official who has to correspond with, or to send returns to, a superior, he may be allowed by his superior to post official articles (except unregistered parcels) to him without prepaying the postage, and the same course may be adopted in other cases where it is found convenient or proper to make the postage charge fall on the receiving office.

129. The following persons shall be entitled to send postal articles at the official rates of postage, subject to the conditions noted against each :—

- (1) All Government officials, except those who are on leave or have retired from the service, provided that the articles posted by them are *bond fide* and exclusively on Her Majesty's Service.
- (2) The Registrars of the Universities of Calcutta, Madras, Bombay, Allahabad and the Punjab, and of the Educational Syndicate, Burma, provided that the articles posted by them relate solely to the public business of the Universities.
- (3) The Astronomer in charge of the G. V. Juggarao Observatory, Vizagapatam, provided that the articles posted by him relate solely to the business of the Observatory.

130. Correspondence sent by an officer of a local authority, or by any officer of the Government acting in a capacity connected with a local authority, such as the President or Secretary of a Local Fund Committee, shall not be deemed official correspondence within the meaning of these rules, and may not be superscribed as on Her Majesty's Service. But nothing in this rule shall be held to prevent the transmission on Her Majesty's Service of correspondence sent by an officer of the Government acting as such, although the correspondence may relate to the affairs of a local authority.

*Illustration.*—The Commissioner of a Division, writing in that capacity to the Secretary of a Local Fund Committee concerning its affairs, may superscribe the letter on Her Majesty's Service.

131. The postage on an official postal article can be properly prepaid only by a proper service stamp or stamps. Where, however, an ordinary postage stamp instead of a service stamp is used on an official postal article, the article shall be recognised as an official postal article by the Post Office; but the irregularity shall be brought by the officer in charge of the post office at which the article was so posted, to the notice of the officer concerned, and, if of frequent occurrence, to that of the Post Master General.

*Note.*—Service stamps, envelopes and postcards shall not be sold at post offices, but shall be obtainable by Government officials at Government Treasuries.

132. Postal articles shall be transmitted by post at the official rates of postage, provided that they are posted in accordance with the following conditions :—

- (1) The weight of an official postal article, whether a letter, packet, or parcel, shall not exceed 600 tolas.
- (2) The conditions as to size, shape, manner of packing, and contents prescribed for the different classes of ordinary postal articles shall be applicable to official postal articles of the same class.
- (3) Official postal articles, whether the postage is prepaid or not, shall bear the superscription "On Her Majesty's Service," and this shall be supported by the signature and official designation—to be entered in the lower left-hand corner of the article—of the officer who sends the article, or of the Head Clerk or Superintendent of his office or other responsible officer to whom the duty of despatching is confided.



*Explanation 1.*—Service postcards bear the words "On Her Majesty's Service" printed in full round the impressed stamp. In their case, therefore, no further superscription shall be required.

*Explanation 2.*—Postmasters may recognise abbreviated designations, provided they are generally known; but no official can claim the recognition of an abbreviation, the rule being that the designation shall be entered in full.

*Explanation 3.*—Postmasters may recognise fac-simile impressions of signatures made by means of stamps, but not such impressions when lithographed or otherwise produced. Public officers who use such stamps, shall make arrangements for their proper custody and use; and where there is any reason to suspect the misuse of any such stamp or the absence of proper precautions against its misuse, postmasters may decline to recognise the stamp impression and require strict adherence to the rule. Printed names shall not be recognised in lieu of signatures except in the case of official Gazettes in open covers, posted in large numbers by the office of publication.

- (4) Any irregularity or incompleteness of the address, superscription, or signature on an article, shall render it liable to be treated as an ordinary unpaid article, any service stamps which it may bear not being recognised. Service stamps affixed to an article which does not bear the prescribed superscription shall not be recognised by the Post Office in payment of postage.
- (5) The delivery and re-direction of articles superscribed "On Her Majesty's Service" shall be governed by the official designation (when given) of the addressee; the delivery and re-direction of articles not so superscribed shall be governed by the name (when given) of the addressee.

133. (1) Letters, packets, and registered parcels, sent by officers of the Government in their official capacity, which relate nevertheless to the private interests and concerns of the individuals addressed, may be endorsed according to the specimen form given on the margin, under the full signature and official designation of the person by whom they are sent. Such articles, when so

Service Unpaid.	
To	A. B.,
	CALCUTTA.
	C. D.,
	Accountant-General.

addressed, shall be regarded by the Post Office as private articles, but shall be charged, on delivery, with postage at the rates to which they would have been liable if postage had been prepaid by ordinary stamps, and not at double rates as in the case of ordinary articles.

*Explanation.*—Under the provisions of this rule may be sent replies from officers of the Government to petitions, applications for appointments, requests for transfer, enquiries about title to leave and such like communications from individuals, whether private persons or officers of the Government.

(2) Letters, packets, and registered parcels, sent by private persons to officers of the Government relating to the affairs of the Government, if superscribed "Service Unpaid," shall be charged, on delivery, with postage at the rates to which they would have been liable if the postage had been prepaid by ordinary stamps, and not at double rates as in the case of ordinary articles: Provided that any article so sent is addressed to the full official designation of the officer for whom it is intended, and that it has been endorsed under the full signature of the sender, according to the specimen form

Service Unpaid.	
To	THE DISTRICT SUPERINTENDENT OF POLICE,
	LUCKNOW.
Signature of Sender.	

given on the margin.

*Explanation.*—Under the provisions of this rule may be sent reports regarding the occurrence of crime from a zemindar to a police officer, returns required to be sent from employers of labourers to the Protector, and any similar reports or returns authorized to be so sent.

134. The amount of postage marked as due on postal articles delivered under the superscriptions of "Service Unpaid" or "On Her Majesty's Service" shall

be initialed by the postmaster, or other officer, authorized in this behalf by the Postmaster-General, of the office of delivery. Officers of the Government shall be bound to receive, and to pay any postage which may be due on, articles addressed to them under the superscription "On Her Majesty's Service" and bearing the signature in full of the sender.

135. (1) Postal articles posted by officers of the Government under these rules may be registered, insured, or sent value-payable, in accordance with the ordinary rules, provided that the postage, registration and insurance fees shall be paid by means of service stamps, instead of ordinary postage stamps.

(2) The sender of an official registered article may obtain an acknowledgment signed by the addressee, by paying the ordinary fee for an acknowledgment, provided that, if the article is a registered postcard, letter or packet, the fee shall be paid by means of service stamps affixed to it, and that, if the article is a registered parcel, the fee shall be paid in cash.

(3) The fee chargeable on a value-payable unregistered parcel or book-packet, as well as the fee chargeable on railway, or steamer receipt-notes sent open, shall be paid in the same way as under the ordinary rules, provided that the stamps to be used for the purpose shall be service stamps.

NOTE.—Official postal articles, prepaid at inland official rates, may also be sent value-payable to Ceylon under the rules applicable to private value-payable articles for Ceylon, the postage and other fees being paid in the manner prescribed in this rule.

## II.—Foreign official correspondence.

136. Official correspondence transmitted by the foreign post, with the exception of correspondence exchanged with Ceylon, shall be subject to the same rates and governed by the same rules as ordinary private correspondence. If, however, service stamps are used for the prepayment of postage, they shall be supported by the superscription and signature prescribed by clause (3) of rule 132 relating to inland official postal articles.

137. The amount of postage marked as due on postal articles received by the foreign post for delivery to officers of the Government shall be initialed by the postmaster, or other officer, authorized in this behalf by the Post Master General, of the office of delivery.

138. In the case of official letters (not newspapers or other articles) sent by British Packet to or from the public functionaries, departments, etc., in London having special accounts for foreign letter postage with the London Post Office, the prepayment of postage is not necessary if such letters are superscribed as "On Her Majesty's Service," under the full signature and official designation of the sender; but when such letters are presented for registration, the registration fee shall always be prepaid by means of service stamps affixed to the article in the ordinary way.

## Part VIII.—General rules.

### I.—Manner of prepayment of postage on postal articles.

139. Where the postage on a postal article is prepaid, the prepayment shall be made by means of a proper stamp or stamps provided for the purpose by the orders of the Governor General in Council under section 16 of the Act.

140. The postage on a postal article shall not be deemed to be prepaid by means of a proper stamp—

- (a) if the stamp is a stamp which has not been provided for use as a postage stamp under section 16 of the Act; or
- (b) if the stamp has been obliterated, defaced, torn, cut, or otherwise rendered imperfect; or
- (c) if the stamp has upon it any word, letter, figure, or design printed or impressed upon it, otherwise than by the authority of the Government before posting; or
- (d) if the stamp has been cut or otherwise separated from the embossed envelope, or from a postcard or wrapper; or



(e) if the stamp is on an embossed envelope, and that envelope is used as a wrapper for a newspaper, or is wholly or partly cut open; or

(f) if the stamp is on an embossed registration envelope and that envelope is used for the transmission of unregistered correspondence:

Provided that nothing in this rule shall prevent the perforation of postage stamps with initials traced in minute holes.

## II.—Price of stamps.

141. Adhesive postage stamps shall be sold in each case for the denoted value of the stamp or stamps.

142. The small half-anna oblong envelopes and postcards shall be sold, in each case, for the denoted value of the stamp or stamps which they bear.

143. The envelopes and wrappers specified below shall be sold at the following prices, namely:—

### *Half-anna square envelopes.*

		R.	a	p.
Any number less than 16	Each	0	0	8
Packets of 16	Per packet	0	10	6

### *One anna square envelopes.*

Any number less than 8	Each	0	1	2
Packets of 8	Per packet	0	9	3

### *Registration envelopes, small size.*

Any number less than 16	Each	0	2	2
Packets of 16	Per packet	2	2	6

### *Registration envelopes, large size.*

Any number less than 8	Each	0	2	8
Packets of 8	Per packet	1	5	3

### *Envelopes for international correspondence.*

Any number less than 12	Each	0	2	8
Packets of 12	Per packet	2	0	0

### *Half-anna wrappers.*

Any number less than 6	Each	0	0	7
Packets of 6	Per packet	0	3	6

### *One anna wrappers.*

Any number less than 6	Each	0	1	1
Packets of 6	Per packet	0	6	6

## III.—Certificates of posting.

144. A certificate of posting may be obtained in respect of any postal article for which a receipt is not given by the Post Office subject to the following conditions, namely:—

- (1) the certificate of posting written in ink shall be presented to an officer on duty at the post office along with the article to be posted during the hours fixed for the posting of such articles;
- (2) the certificate shall contain an exact copy of the address on the article to which it relates, and shall have a half-anna postage stamp affixed thereto;
- (3) the officer on duty shall compare the address of the article with the certificate, and, if it be correct, shall obliterate the postage stamp and impress the date stamp upon the certificate. The certificate shall then be returned to the person who presented it.

Subject to the conditions aforesaid, any person posting at one time any number of unregistered parcels (ordinary or value-payable) not exceeding six or any number of value-payable unregistered book packets not exceeding six may obtain a certificate of posting in respect of such unregistered parcels or value-payable book packets for a fee of half an anna :

Provided that there shall be a separate certificate for each class of article headed with the words "Certificate of posting for unregistered parcels" or "Certificate of posting for value-payable unregistered book packets," as the case may be, and that the articles (not exceeding six) to which a certificate relates shall be separately presented with it.

#### IV.—Late letters and late letter fees.

145. Late letters shall mean letters posted after the hour fixed for the closing of a mail, which cannot be forwarded by the mail then being prepared for despatch without the payment of an additional fee.

146. The ordinary late letter fee for postal articles other than parcels to be transmitted by the Inland or Foreign post shall be half-an-anna for each postal article.

147. The late letter fee in respect of registration for articles to be transmitted by the Inland or Foreign post shall be two annas for each postal article.

148. In special cases, a higher fee than half-an-anna, but not exceeding four annas, for each postal article, may be charged on postal articles, other than parcels, posted for transmission by the inland or foreign post at Presidency-towns or on board steamers or in other special circumstances. The Director General shall, from time to time, notify in the Gazette of India the amount of such fees and the circumstances in which they are chargeable.

149. Late letters shall be presented at the window of the post office within the hours prescribed for this purpose by the Postmaster General, and the postage and late letter fee shall be fully prepaid by means of postage stamps.

#### V.—Re-delivery to the sender of postal articles in course of transmission by post.

150. Inland letters, postcards, book and pattern packets and parcels, and foreign registered letters and parcels, which have not been despatched from India, may be recalled when in course of transmission by post without reference to the consent of the addressee, subject to the following conditions, namely :—

- (1) No such postal article as aforesaid shall be re-delivered to the sender except under the orders of—
  - (a) the chief postal authority in a postal circle ;
  - (b) the Director General ;
  - (c) the Local Government ; or
  - (d) the Governor General in Council.
- (2) A fee of one rupee shall be paid in respect of each postal article for the re-delivery of which to the sender an application is made.
- (3) An application for the re-delivery to the sender of a postal article may be presented in writing to any of the authorities aforesaid, either direct or through any officer in charge of a post office.
- (4) An application shall be received only from the sender of the postal article or from some person authorized in this behalf by the sender in writing.
- (5) Every application shall be accompanied by a statement (which may be enclosed in a sealed cover) of the reasons why re-delivery is sought. Such sealed cover shall be opened only by the authority to which the application is presented, or, where such authority is a Local Government or the Governor General in Council, by a Secretary to the Local Government or the Government of India, as the case may be.
- (6) Upon receiving such application and statement, together with the prescribed fee as aforesaid, the officer in charge of the post office shall immediately send the same to the chief postal authority in the postal circle in which he is serving.



- (7) If the postal article, of which re-delivery is sought, is in his possession, the said officer shall, instead of forwarding it to the addressee, keep it in deposit, and send the application to the said authority.
- (8) If the postal article is not in his possession, the said officer shall require the officer in charge of the post office of address in the case of an inland postal article, and of the office of foreign exchange in the case of a foreign registered postal article, to abstain from delivering it to the addressee or from sending it to its address, and to keep it in deposit. The requisition to such other officer may be sent by telegraph, but all expenses attending its transmission shall be borne by the applicant.
- (9) When the application reaches such an authority as is named in condition (1), that authority may order the re-delivery to the sender of the postal article upon being satisfied that the applicant is the sender, and that sufficient reasons have been given for the re-delivery, otherwise the postal article shall be sent at once to its address.
- (10) A letter or postcard in course of transmission by post shall not be re-delivered to any one but the sender or some person authorized in this behalf by the sender in writing.

#### VI.—Detention in the Post Office of book and pattern packets and parcels.

151. Book packets (other than newspapers) and pattern packets shall not be detained at the post office at which they were posted, for a period exceeding one day.

152. (1) Book packets (other than newspapers) and pattern packets received from abroad shall not be detained in the post office at the port of arrival for a period exceeding one day exclusive of the day on which the mail steamer reaches such port:

Provided that nothing in this rule shall prevent any further detention at the port of arrival that may be necessary for the purpose of customs examination or enquiries.

(2) Book packets, containing printed papers obviously without value such as circulars, price lists and advertisements, when received from abroad at Bombay, shall not be detained in the Bombay post office for a period exceeding two days exclusive of the day on which the mail steamer reaches Bombay.

153. The delivery of book packets (other than newspapers), and pattern packets shall not be delayed beyond the delivery next following that by which they would ordinarily be delivered.

154. Parcels shall not be detained at the post office at which they are posted for a period exceeding one day.

155. Parcels received from abroad shall not be detained at the post office at the port of arrival for a period exceeding two days exclusive of the day on which the mail steamer reaches such port:

Provided that nothing in this rule shall prevent any further detention at the port of arrival that may be necessary for the purposes of customs examination or enquiries.

156. Subject to the limitations expressed in rules 154 and 155, parcels shall be delivered at such times and by such deliveries as the Director-General of the Post Office may direct.

#### VII.—Detention and disposal of undelivered postal articles.

(a) *At the post office of address.*

157. An undelivered postal article the addressee of which cannot be found, shall ordinarily remain in the post office to which it was addressed—

- (1) for a period of three weeks from the date on which it reached the post office, when that office is a head office;

- (2) for a period of ten days from the date on which it reached the post office, when that office is a sub-office:

Provided that—

(a) an undelivered postal article, on which the words "Poste Restante," "To await arrival" or similar instructions have been written, shall remain in the post office to which it was addressed—

(i) for a period of four months from the date on which it reached the post office if the office is at a Presidency or seaport town;

(ii) for a period of one month in all other cases:

(b) an undelivered postal article shall ordinarily not remain in a post office to which it has been re-directed, after it has been ascertained that the addressee cannot be found:

(c) an undelivered telegram which is in course of transmission by post, shall remain in the post office to which it was addressed, for a period of three days from the date on which it reached that office.

158. An undelivered postal article, of which the addressee has refused to take delivery, shall not be detained in the post office to which it was addressed.

*(b) In the office of the Postmaster-General.*

159. Packets containing printed papers, obviously without value, such as trade circulars and price lists, which cannot be disposed of under section 38 of the Act, may be disposed of forthwith by being sold as waste paper or destroyed.

160. Postcards which cannot be disposed of under section 38 of the Act, shall be detained for a period of one month, on the expiration of which they may be destroyed by being burnt.

161. Book-packets, other than the packets mentioned in rule 159, newspapers and pattern packets, which cannot be disposed of under section 38 of the Act, shall be detained for a period of three months, on the expiration of which they may be disposed of by being sold or destroyed. Magazines, periodicals and newspapers may, at the option of the Postmaster-General, be used for any public purpose.

162. Subject to the provisions of section 39, proviso (b), of the Act, parcels which cannot be disposed of under section 38, shall be detained for a period of three months, on the expiration of which the contents, if of no saleable value, may be destroyed.

163. Letters which cannot be disposed of under section 38 of the Act, shall be detained for a period of six months, on the expiration of which they shall be destroyed by being burnt.

164. Nothing in these rules shall prevent the immediate destruction of any postal article in exercise of the powers conferred by section 23, sub-section (3), of the Act.

### VIII.—Complaints against the Post Office.

165. Letters containing complaints against the Post Office may be transmitted by the inland post free of postage, provided that they are addressed to a postal official and provided that it is certified on the cover, under the full signature of the sender, that they are complaints against the Post Office.

### IX.—Gratuities to be paid to masters of ships.

166. With effect from the first day of April, 1899, gratuities shall be payable to the masters of ships, not being mail ships, in respect of postal



articles received by them for conveyance on behalf of the Post Office, at the following rates, namely :—

	<i>R</i>	<i>a.</i>	<i>p.</i>	
Letters and postcards . . . . .	1	8	0	per pound.
Packets . . . . .	0	2	0	per pound.
Parcels . . . . .	0	1	0	per pound or part of that weight.

NOTE.—As regards letters and postcards or packets, for a lower or higher weight than one pound the gratuity payable shall be proportionately lower or higher, as the case may be.

167. The gratuities shall be payable at the time when the mail bags are made over to the masters of the ships by which they are to be conveyed, and on the granting of a receipt for the bags in the form below.

Received from the Postmaster \_\_\_\_\_  
the following mail bags :—

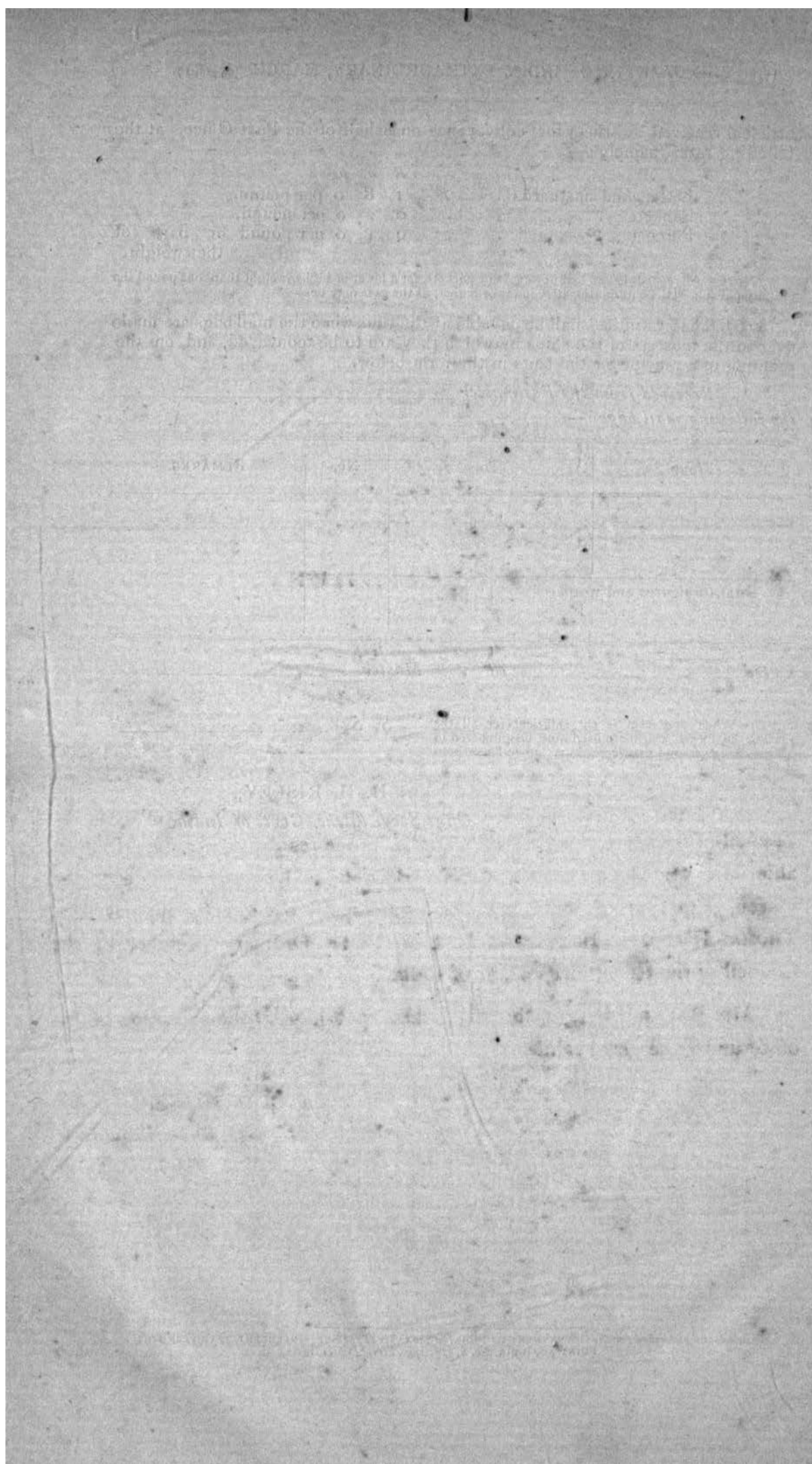
From	To	No.	REMARKS.
Total (in figures and words)			

Dated *A.M.* \_\_\_\_\_ 18 . *Master* \_\_\_\_\_  
*P.M.*

N.B.—When one form is not sufficient for all the entries, the forms which are used must be numbered in consecutive order, and the word "Last" must be written at the top of the last form.

S. S. " \_\_\_\_\_ "

H. H. RISLEY,  
*Offg. Secy. to the Govt. of India.*







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## EXTRAORDINARY.

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SIMLA, MONDAY, APRIL 3, 1899.

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### HOME DEPARTMENT.

#### NOTIFICATION.

#### ESTABLISHMENTS.

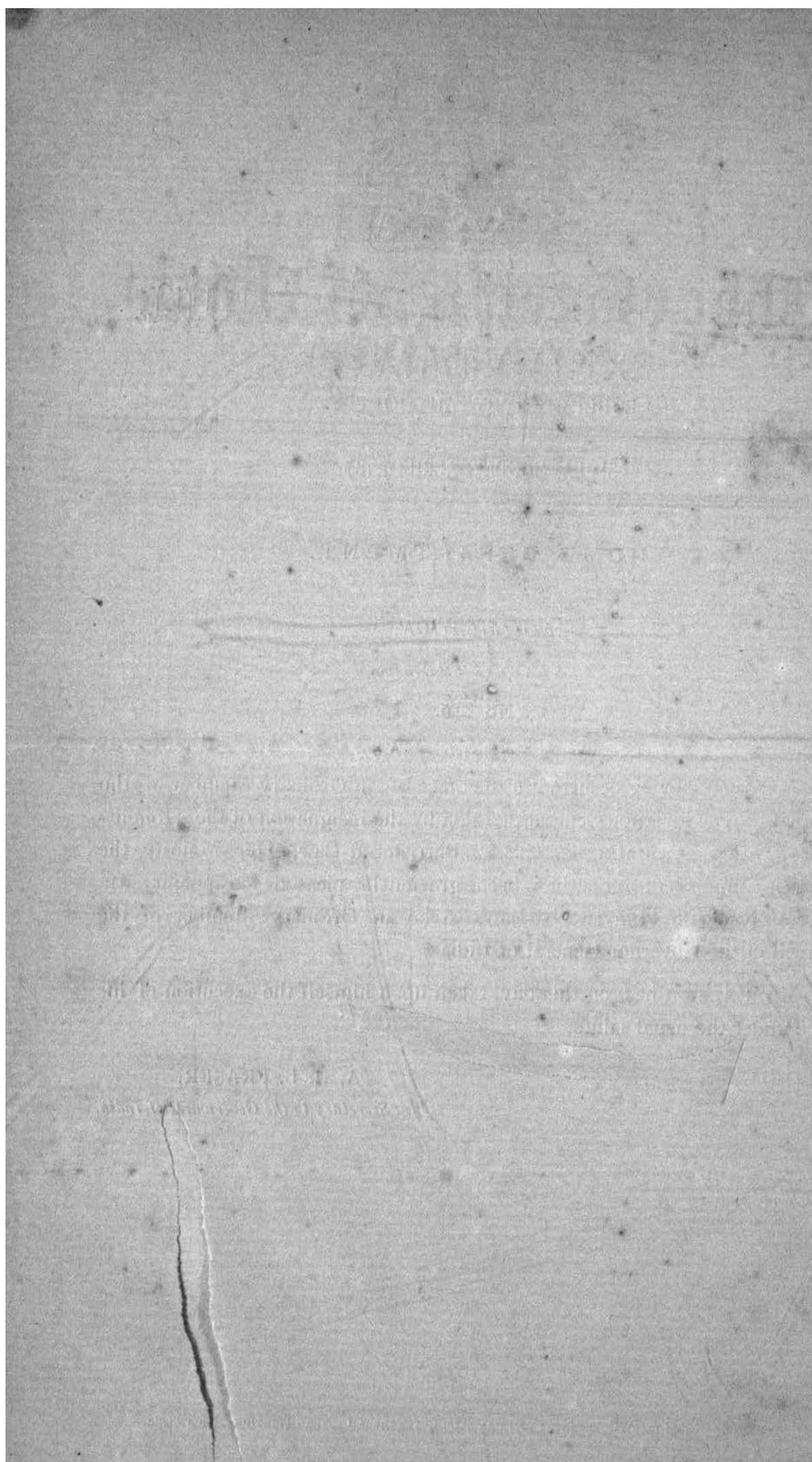
No. 250.

*Simla, the 3rd April, 1899.*

A vacancy having occurred in the office of an Ordinary Member of the Council of the Governor General of India by the resignation of the Honourable Mr. M. D. CHALMERS, C.S.I., Barrister-at-Law, Her Majesty the Queen, Empress of India, has been graciously pleased to appoint MR. THOMAS RALEIGH, Barrister-at-Law, to be an Ordinary Member of the Council of the Governor General of India.

MR. RALEIGH has, on this day, taken upon himself the execution of his office under the usual salute.

A. H. L. FRASER,  
*Offg. Secretary to the Government of India.*







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SIMLA, TUESDAY, JUNE 6, 1899.

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## HOME DEPARTMENT.

### NOTIFICATION.

#### ESTABLISHMENTS.

No. 358.

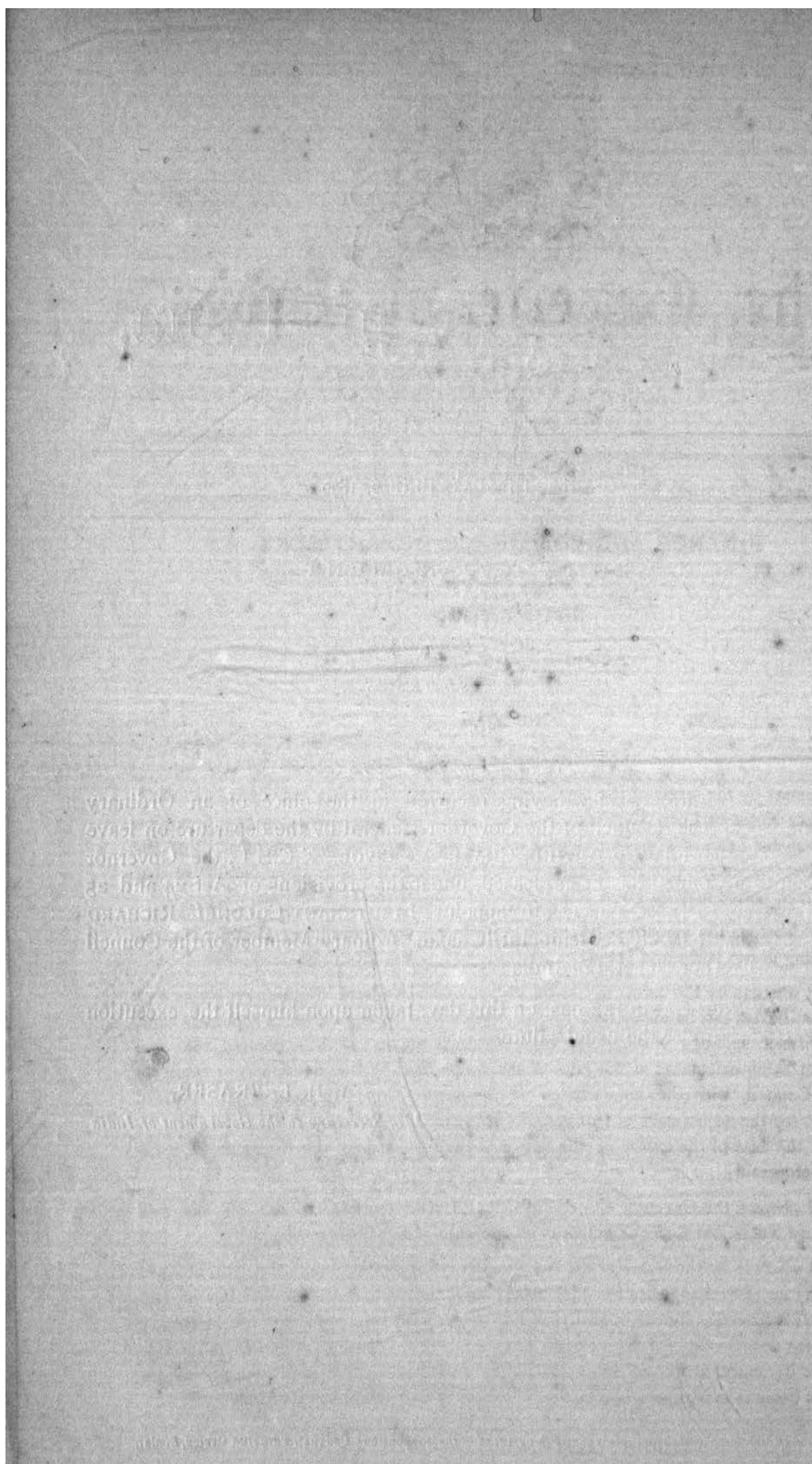
*Simla, the 6th June, 1899.*

A temporary vacancy having occurred in the office of an Ordinary Member of the Council of the Governor General by the departure on leave of the Honourable SIR ARTHUR CHARLES TREVOR, K.C.S.I., the Governor General in Council has been pleased, under the provisions of Act 24 and 25 Vict., Cap. 67, section 27, to appoint LIEUTENANT-COLONEL RICHARD GARDINER, R.E., to act temporarily as an Ordinary Member of the Council of the Governor General of India.

COLONEL GARDINER has, on this day, taken upon himself the execution of his office under the usual salute.

A. H. L. FRASER,

*Offg. Secretary to the Government of India*







# The Gazette of India

## EXTRAORDINARY.

PUBLISHED BY AUTHORITY.

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SIMLA, THURSDAY, JUNE 15, 1899.

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### FINANCE AND COMMERCE DEPARTMENT.

#### NOTIFICATION.

#### ACCOUNTS AND FINANCE.

#### PUBLIC DEBT.

No. 2710.

*Simla, the 15th of June, 1899.*

Whereas by the terms of the Notification No. 2005, dated the 12th of August 1878, Promissory Notes or Loan Certificates of the seven shillings sterling per cent. portion of the Transfer Loan of 1879 can be paid off and discharged at any time on or after the 15th of September 1893 on the expiration of a previous notice of three months to that effect, which notice may be given at any time on or after the 15th of June 1893;

And whereas the amount of the said Promissory Notes and Loan Certificates now outstanding is two lakhs and twenty-three thousand rupees (Rs. 2,23,000);

And whereas by the terms of the said Notification the said Promissory Notes and Loan Certificates can be discharged by the payment of the equivalent in rupees of eight pounds fifteen shillings sterling for each hundred rupees of their amount, the said equivalent being calculated at the rate of exchange fixed by the Secretary of State for India in Council, with the concurrence of the Lords Commissioners of the Imperial Treasury, for the adjustment of transactions between the Indian and Imperial Governments at the date of the expiry of the notice of the discharge of the Notes and Certificates as aforesaid;

And whereas the Governor General in Council has determined to pay off the said Promissory Notes and Loan Certificates on the 15th of September 1899;

And whereas by the terms of the Notification No. 1487-A., dated the 7th of April 1899, the rate of exchange for the adjustment of transactions between the Indian and Imperial Governments for the official year 1899-1900 has been fixed by the Secretary of State for India in Council, with the concurrence of the Lords Commissioners of Her Majesty's Treasury, at 1s. 4d. the rupee, and the equivalent of eight pounds fifteen shillings at this rate is rupees one hundred and thirty-one and annas four only:

2. Notice is hereby given that, on the 15th day of September 1899, all the Notes (or Stock Certificates issued in lieu thereof) and Loan Certificates of the seven shillings sterling per cent. portion of the Transfer Loan of 1879 aforesaid will be paid off at the Public Debt Office, Bank of Bengal, Calcutta, at the rate of rupees one hundred and thirty-one and annas four only for each hundred rupees of their amount; and that from the said 15th day of September 1899 interest on the said Promissory Notes (or Stock Certificates) and Loan Certificates will cease.

3. Promissory Notes and Certificates hereby notified for discharge will be received at the Public Debt Office, Bank of Bengal, Calcutta, from and after the 11th of September 1899, and will be discharged in full together with interest up to the 14th of September 1899, inclusive, as soon as they can be examined and passed for payment.

By order of the Governor General in Council,

J. F. FINLAY,

*Secretary to the Government of India.*

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